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# Women's Canadian Historical Society of Ottawa

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# Settlement of Hull

**Paper read before the Women's Canadian Historical Society of Ottawa.—February, 1906.**

Although separated from Ottawa by a great river, Hull, by its position, deserves a place alongside of Ottawa, in its history.

By reason of the early establishment of its various industries, Hull had a name before the earliest settlements and fully a generation before the inception of the works which gave birth to Ottawa.

Philemon Wright was undoubtedly the founder of Hull.

A short sketch of his life prior to what we may look upon as the real establishment of the settlement which, subsequently was to become Hull, may not be out of place.

The parents of Philemon Wright came from the County of Kent, England. They emigrated to the State of Massachusetts, New England, where he was born, at Woburn, in the year 1760, and there he lived till he was 36 years of age, engaged in farming and grazing.

His first visit to Canada was in 1796, when he came to Montreal. In 1797, he returned, this time visiting Quebec, and exploring the St. Lawrence from Quebec to the Ottawa, or the Grand River, as it was then called, which he also visited as far as the township of Hull.

The question may naturally be asked, What is the origin of this name of Hull? In all probability the township received its appellation from the maritime town of Hull, in the County of York, England, in the same manner as a large number of our counties, villages and towns derived their names from important localities in England, Scotland and Ireland.

Mr. Wright paid the township a further visit in 1798, and returned to Woburn with a determination to immediately commence a settlement.

He finally arrived on the 1st of October, 1799, (his third visit). On this trip it was impossible for him to induce either axemen or labourers to accompany him, owing to the great distances to be travelled. Two respectable citizens of the State, however, volunteered to come with him, and, on their return, they made such a favourable report of what they had seen, that he had no difficulty in securing all the men he required.

On the 2nd of February, 1800, he left Woburn with 25 men, and brought with him mill irons, axes, scythes, hoes and all other agricultural implements and tools which he thought might be useful and necessary.

Five families accompanied him, together with 14 horses, 8 oxen, and a general supply of provisions. The party arrived in Montreal on the 10th of February, and after a short stay there, proceeded on their route for the township of Hull. For the first three days, when journeying among the old settlements, they covered about 15 miles a day, stopping at night with the habitants until they got at the end of the travelled roads, which was still 80 miles from their destination.

In consequence of the complete absence of travelled roads, and on account of the deep snow, they had to proceed very slowly, and to choose their camping grounds for the night very cautiously. Women and children slept in the covered sleighs and men around the camp fire in their blankets.

At this stage of their journey, they were fortunate enough to meet an Indian, whom they induced to accompany them. He was of great assistance to the party and under his guidance, they finally reached their destination on the 7th of March, 1800.

They immediately set to work, and, with the assistance of all hands, they felled the first tree, and commenced clearing a spot for the erection of the first house.

It is rather a difficult thing to set down the exact date of the foundation of a town. In some instances, town sites are selected by the Government or other authorities, a proclamation or other decree is issued and this marks the date of the foundation of the town for all purposes. Along new lines of railway, convenient spots are located for stations, around which villages spring up, which afterwards become towns and even large cities.

But in the case which we have before us, sentiment must come before facts, a mere incident must take the place of the official proclamation. Therefore, in my humble opinion, the felling of this first tree, and the laying of (not the corner stone) but of the corner log in the construction of the first house, on the 7th March, 1800, fixes the date of the foundation of the now thriving city of Hull.

Besides, the fall of this first monarch of the forest marks an epoch, not only in the history of Hull, but is also closely connected with the history of Ottawa. It is the first step taken in the creation and development of the immense lumber industry to which Hull, and subsequently Ottawa, owe their existence.

One cannot help admiring the ways of Providence; for what would have been the fate of the Ottawa Valley had not Philemon Wright the inspiration to visit it, and had he not persisted, after many trials, in successfully establishing a settlement which, as I have said

before, gave birth to Hull and Bytown—afterwards Ottawa, the capital of our Dominion, of which every true Canadian is so justly proud.

A touch of sentiment may have carried me a trifle outside of the range of my subject, but I crave your indulgence for this temporary flight of my imagination. I will now return to the cold facts of history and endeavour to lay before you a short sketch of the early events which followed the arrival and installation of this pioneer settler and founder.

Everybody who was able to use the axe assisted in cutting and clearing for the erection of houses and buildings for the accommodation of families and men.

While they were thus hard at work, the settlement was visited by Indians, from the Lake of the Two Mountains, who viewed everything with wonder and admiration. They were very friendly, and after remaining a short time, departed quite contented, having received a number of small presents, which they returned in sugar, venison, etc.

However, on their return home their chiefs assembled, and procured an English interpreter, by the name of George Brown, whom they instructed to demand what right they had to cut their timber and take possession of their lands.

I may be permitted here, in order to somewhat relieve the possible monotony of my notes, to read a few lines of the opening chapter of "The White Chief of the Ottawa," by Bertha Wright Carr-Harris.

"The White Chief of the Ottawa.—A Weird Ceremony in 1880."

"De beeg Chief he want to know, heem, by what autorité you fellers, you, cut down hees wood and tak' hees lan'?"

The speaker was a trapper named Brown, who had been in the employ of the Hudson's Bay Company for many years, and, though English by birth, spoke a mixed dialect, owing to his association with French trappers and traders and to the influence of his squaw wife. He had, however, retained a sufficient knowledge of English to be able to act as interpreter.

"Tell him," replied the leader of a group of settlers, "that the great father who lives on the other side of the water and Sir John Johnson of Quebec, have authorized us to take this land."

"He say, heem," continued the interpreter, as he squirted the juice of his quid on the bronze carpet of pine needles, "dat you must tink dat dese chute and reever he want for hees beesnesse, and hees

papoose she want eat sometéeng. He want dis place, heem, pour chassé le mooshrat an' de moose; mak' le soucre an' katch de feesh, an' hees afeard dat you tak' hees beaver, kill hees deer, break hees sucreries. You cut down hees tree, for shure you kill hees beesnesse."

"The tools and materials we brought," replied the stranger, "are not for hunting or fishing, but for clearing land, and we shall endeavor to protect your beaver and fishing grounds, but as for the sucreries, we must make use of them, because the land has already been given us, and if you will collect all your materials for making sugar we shall pay cash for them."

"De Beeg Chief he say," continued Brown, "dat white man seem bien bon, an' dat he will be so wit heem, an' if he pay cinq louis he am geeve up all claim to the lan'."

"Very well," said the stranger, "we shall pay them thirty pounds if they will produce a deed or title to the lands."

"He comprends pas," (understands not) said the interpreter. "L'agrément she was mak' with the fadder of hees fadder."

Drawing a paper from his pocket the stranger read as follows: "The Indians have consented to relinquish all claim to the land, in compensation for which they receive annual grants from the government, which shall be withheld if they molest settlers."

For a time no one spoke, then the Big Chief in a calm, deliberate, and thoughtful manner, addressed the interpreter, who said:

"For shure he dunno, heem, how white man mak' dat papier hear, an' speak dem words of long tam. Dis man he hav' someteeng dat he comprends pas."

A long consultation then took place among the dusky sons of the forest, and once more the interpreter turned to the stranger and said: "Our tribe she tink like dis—Englishman he got someteeng he comprends pas at all; mabbe, he say, she wan beeg loup garou, (an indescribable monster, supposed to have supernatural powers), and he tink it am better to be bon ami an' leeve in de sam' place dan de bad ennemi; so he am mak' you chief an' be the bess frien'."

The words were hardly finished when the Big Chief Machecawa (the strong one) advanced with slow and stately tread and implanted a kiss on the brow of the stranger. The Chief was a man in the prime of life, of great height and strength. As he stood there, still and motionless, he looked like a colossal statue in bronze, a perfect model, from his feathered head-dress to his beaded moccasins. He was followed by several subordinate chiefs who did likewise. Thus was ap-

pointed "White Chief of the Ottawa," Philemon Wright, founder of Hull, and ancestor of the late esteemed and deeply regretted Alonzo Wright, "King of the Gatineau."

The year 1800 was spent in clearing, building and farming.

Just about that time, the question of a name for the settlement must have been considered, for, in looking over a memo. on his agricultural pursuits, I find the name Columbia Falls Farm and Village.

The description given of the Falls leaves no doubt as to their being the present Chaudiere Falls, thus named by early French explorers long before Mr. Wright's arrival. His effort must have proved fruitless, for few people (outside, of course, of the Women's Historical Society), have ever heard of the name Columbia Falls, and the descriptive appellation of "Chaudiere" or Kettle, or Cauldron, does not seem doomed to disappear in the near future.

In 1801, Mr. Wright returns to Woburn, and pays off his men, but most of them return with him, take up land and eventually become citizens of the new settlement which is fast assuming the shape of what it is destined to be. For the next few years, they continue clearing, cutting, building and farming. Every year marks a new step or some improvement.

For instance, in 1802, the first saw mill was erected, as well as a grist and hemp mills. In 1804, a blacksmith's shop, four forges, a bakery, a tannery, and shoemaker's and tailor's shops were constructed.

In 1806, Mr. Wright made the first move in what was to become in after years, the source of wealth for quite a number of the citizens of our capital—the lumber and timber export trade.

After several attempts, and with that tenacity which was one of his characteristics, Mr. Wright, in 1807, successfully floated the first timber raft "The Colombo" as far as Quebec.

People who are fond of celebrating anniversaries, or rather centenaries, might, in 1907, find a propitious occasion, for the commemoration of the eventful navigation of the first timber raft intended for the English market.

Another centenary, but of a very sad nature, would be that of the first fire, which occurred on the 8th of May, 1808. All the mills, together with a large quantity of lumber, were destroyed on that fatal day. This calamity nearly sealed the fate of the whole settlement. As his loss was nearly complete and there being no insurance on his property, Mr. Wright got discouraged. His sons, however, persuaded him not to give up. They set to work again and began rebuilding at

once. It took them nearly four years before the settlement was in its former shape.

The first school house was erected in 1811, and from that date to 1820, nothing of especial interest happened, besides the natural expansion of the settlement, the growth of the lumber business and the development of agriculture.

The first hotel was built in 1820 and was named the Columbia hotel.

Previous to that, there had existed a large wooden building, used by the voyageurs or shantymen. From its mode of construction (having a large number of small windows) it was called "la Pigeonniere" or Pigeon-loft, and for a long time Hull was known under no other name. They also gave Ottawa the name of "Les Rideaux" under which name it was known nearly up to the time when it was called Bytown. The name of "Les Rideaux" came from the twin falls of that name near New Edinburgh.

I have been unable to find the exact date of the building of the first church, although numerous mentions are found of meeting houses which were also used for prayer and worship.

It was in 1823 that the first church of importance was erected. It belonged to the Episcopalian denomination, and the material used was stone.

The first Catholic church was built about 1839 and was called "l'Eglise des Chantiers," Rev. John Brady being the first parish priest.

I might mention also that in this same year, 1839, Philemon Wright died at the advanced age of 79, regretted by all. Mr. Wright is buried in the little cemetery situated on the road leading to Aylmer, to the westward of the town which he founded.

The first steamboat service and the building of the first bridge seem to be so closely linked with my subject that I cannot resist reading extracts on the former by Mr. Charles Roger, and on the latter by Mr. Charles Pope.

Mr. Roger says:—In 1819, the first steamboat plied upon the Ottawa, and was literally a cribbed, cabined and confined affair, so far as the comforts of the passengers were concerned. Slow in speed, ugly in appearance, small in size, and with no deck berths, this steamer nevertheless formed an era in the history of the Ottawa settlements and contributed materially to their acceleration. Her run was between Grenville and Hull, and she was called "Union of the Ottawa."

The late Mr. Charles Pope, pages 7,8,9,10, to the word "capital."

Of course the last remark refers to the old and picturesque suspension bridge, which has been, in 1889, replaced by the present stronger, if somewhat inelegant iron structure.

Colonel Bouchette, in his "Topography of Canada," relates an interesting incident in connection with the building of this first suspension bridge. He says:—"It admitted with safety of the passage of pedestrians, although the attempt, with the unpractised especially, was not made without some consciousness of danger. We cannot, adds the gallant Colonel, forbear associating with our recollections of this picturesque bridge, the heroism of a distinguished peeress (wife of the then Governor General) the Countess of Dalhousie, who, we believe, was the first lady who ventured across it.

It is with pardonable pride that I submit to you this daring exploit performed by one belonging to what is supposed to be the weaker half of humanity.

In 1828, we find the population of Hull to be 1,066, composed chiefly of Americans. There are three schools, two tanneries, twelve lime kilns, four saw mills, besides grist and other mills, and numerous other shops.

About this time, a certain number of Irish and French-Canadian labourers were engaged. The Irishmen worked mostly in the mills and on the bridges. They were called "chêneurs" from the French word "chêne" which means oak, on account of their handling of that special kind of wood in the construction of the bridges. A corruption of the word soon made them known under the name of "shiners."

The French Canadians were called the "voyageurs" on account of their preferring the adventurous life of the shanties in the forest.

Many a page has been and might be written on the inexplicable animosity which existed between these two types, animosity which often led to fierce and even bloody encounters. But as these days of strife now belong to the domain of the past, it is better to draw the veil of oblivion over them. I could not, however, pass them unnoticed, as they played an important part in the early history of Hull.

As my subject confines me merely to the foundation and early history of Hull, you may be pleased to hear that the end of my remarks is now in sight. I will just allude, en passant, to the first official or municipal recognition of the present city and that brings me down to the year 1870.

After having failed in the attempt to name the settlement "Columbia Falls Village," the name of Village of Wright was selected.

But even that does not seem to have met with favour, for in 1875, we find the would-be Village of Wright designated for the first time as a separate corporation, under the name of Hull, the first Mayor being Mr. Geo. J. Marston.

The fate of Hull, since 1875, belongs to modern history, and, as such, I will leave it untouched.

It has been the victim of many disastrous fires, the last conflagration (April 25, 1900) being still vivid in our memories. But it has always risen from its ashes with renewed vigour. It has legitimate aspirations and ambitions, and I venture to prophesy that, some day, it may become closely linked to the destinies of our rapidly developing "Washington of the North," and form part of the "Greater Ottawa" which seems to be one of the cherished dreams of some of our worthy City Fathers.

ALICE B. LELIEVRE.

# The Industrial Development of Ottawa and Hull

**Paper read before the Women's Canadian Historical Society of Ottawa.—March 14th, 1902.**

I have changed the name of my subject for the reason that, when I first undertook to read a paper on the "Industries of Ottawa and Hull," I did not realize, as I have since done, that it was more a subject for a Statistical than a Historical Society, since to be of any real value, the paper should consist very largely of figures, as being the only practical way of showing the development of the industries of any place; and as it is very hard to make figures interesting, I must ask you to judge my paper, not by its lack of interest, but rather by any value it may have as a record of the industrial growth and development of this city and its sister Hull; and I would prefer that my subject should be known as "The Industrial Development of," rather than "The Industries of" Ottawa and Hull.

Papers have already been read before you of the early growth of Bytown and Ottawa, and from these you will have learned that, with the exception of lumber, there was little industrial life of any consequence until after the granting of the city charter, and the selection of the place as the capital of the country; and, indeed, though these events increased the importance of the city and doubtless gave a certain stimulus to trade, the real industrial development of Ottawa may be said to have occurred only during the last twenty or twenty-five years.

Lumbering has always been of so much importance that it deserves a section to itself, but the smaller industries, which flourished from time to time, never attained to any real commercial importance, and did little more than supply the local demands, the majority of them finding an opportunity for existence in consequence of the lack of means of communication, or rather transportation, and, as these developed, gradually giving way to an influx of the same class of goods from larger establishments elsewhere. In 1857, there were three foundries, one of which, Perkins' foundry, was established in 1840, and is still flourishing; one tannery; two breweries; one planing mill; one sash and door factory; a woollen mill in New Edinburgh; several wholesale houses importing dry goods, groceries and hardware; and five newspapers. In 1871, there were two woollen mills; three flour

and grist mills; four foundries; three tanneries; two breweries; three sash and door factories; a proportionate number of commercial houses; and ten newspapers. These, of course, do not constitute all the industrial establishments in existence at either period, but they contain the principal ones, and go to show that the industrial development of Ottawa had, up to 1871, been very slow.

This, however, does not apply to the lumbering industry, which has always been one of the greatest importance, and which has steadily increased in magnitude since the erection of the first sawmill, some seventy years ago; and there is no place in Canada that has directly and indirectly produced so much lumber as Ottawa. It is not necessary to enumerate individually all the various sawmills that have been in operation from time to time, but it may be of interest to mention that Gilmour & Co's mills on the Gatineau, which were about the first of any consequence, were established about 1838. The Honourable Thomas McKay started mills at New Edinburgh in 1846—these mills were taken over first by Currier & Co. in 1852, then by James McLaren & Co. of Buckingham, and are now operated by W. C. Edwards & Co. Messrs. Bronson & Weston's mills were established at the Chaudiere in 1855—this firm recently went out of the lumbering business. Mr. J. R. Booth, who has been called the lumber king of Ottawa, established his mills in the same year, and Messrs. Perley and Pattee commenced business in 1859—this last mentioned firm discontinued business a few years ago. The other principal mills now in operation are those of the Hull Lumber Company and Gilmour & Hughson.

I do not think that anything can give you a better idea of the extent of the lumber business of Ottawa and Hull than the following figures:—In 1857 the amount of sawn lumber produced here was 34,000,000 feet, board measure; in 1867 the output had increased to 80,000,000 feet; and in 1900 to 180,000,000 feet; while to show of what an important lumber district Ottawa and Hull are the centre, I may tell you that the lumber cut of the Ottawa and Ottawa Valley mills in 1900 was 588,000,000 feet, and in 1901 611,000,000 feet. When the machinery, number of hands, etc., required to produce this enormous amount are considered, some idea of the importance of the industry can be obtained.

The production of square timber was, of course, never an actual industry here, but the place has been indirectly very much interested in that branch of the lumber trade; and many of you can, I am sure, remember when a succession of rafts of square timber used to go by

here summer after summer; but the demand for this class of material has decreased to such an extent that last summer when a couple of rafts wen through, their passage was made a subject of considerable comment by the local press, as being an unusual occurrence. We shall probably see a few more of these rafts go by, but not many of them.

Shingles, laths, sashes and doors, box shooks, etc., are minor but important branches of the lumber trade, and are manufactured here to a considerable extent.

I have endeavoured to obtain some figures of the value of wood products exported from Ottawa, but have been unable to do so, because the export entries are made, when possible, at the port nearest to the point of leaving the country, so that the bulk of Ottawa's exports are credited somewhere else, but there is no doubt that the amount is very large.

No reference to the lumber industry in this district would be complete without mention of the Eddy Manufacturing Company of Hull, which has for many years been the principal industrial establishment of that place. In 1851 Mr. E. B. Eddy came from the United States and started a small match factory in Hull. A few years later he commenced manufacturing pails, tubs, etc., and still later started into lumbering operations in a small way, but the business grew very rapidly, until he was turning out 85,000,000 feet of lumber every year. Until 1886 Mr. Eddy himself had controlled the whole business, but in that year he consolidated all his undertakings and formed them into a joint stock company. In 1889 the company commenced the manufacture of fibre ware, and about the same time went out of the lumber business, and gave more attention to the manufacture of pulp and paper; with the result that at the time of the great fire in 1900 the paper mills were the largest in Canada, the company was employing nearly two thousand hands, and turning out an enormous quantity of matches, pails, tubs and other wooden ware, indurated fibre ware of all kinds, sulphite fibre and wood pulp, etc.

Mr. Eddy is naturally proud of the position his company has attained, and as he is the founder of the business, of course likes to see his own name associated with it, but if the company had been called the Phoenix Manufacturing Company, it would have been as appropriate as its present name, for it is doubtful if any large business concern has ever suffered so much from fire as has the Eddy Company. Time and time again its premises have been completely wiped out, and each time the buildings—Phoenix like—have risen from their ashes

on a larger and more complete scale. In the great fire of 1900, the whole of the buildings were, as you are aware, completely destroyed, and yet today—not two years later—the whole works are rebuilt, the buildings are finer than ever, and on a larger and more extensive scale, and have been equipped with newer and more modern machinery.

With the exception of lumber, therefore, the industrial development of Ottawa had been up to late in the seventies very slow; and though it was frequently predicted from the earliest days that Ottawa was destined to become a great manufacturing centre, that time has hardly yet arrived, and it is quite open to question whether, had it not been made the seat of Government, it would have, at the present time, been more than an important lumbering centre, and a distributing centre, for the surrounding district, of the staple articles of retail commerce. But the permanent establishment of the Government here has been enough in itself to make a city of a respectable size, for not only are there the large number of persons directly and indirectly employed by the Government; but there also are all their wants to be attended to and supplied—they require houses to live in, clothes to wear, food to eat, churches to worship in, etc., etc.; and the supplying of these means a large addition of artisans, mechanics, tradespeople, etc., to the population; consequently, while the development of Ottawa has undoubtedly been rapid of late years, it has been to a large extent a development within itself, and this development has been proportionately larger than in an ordinary town of the same size, on account of the larger proportion of the inhabitants with fixed incomes of something over the average amount, which has created a better commercial demand than could be afforded elsewhere.

The growth of the city of Hull has kept pace to a very large extent with the development of the lumbering industry. In 1857 when the population of Ottawa was something over ten thousand, that of Hull was only two hundred and fifty—today it is twelve thousand—so that numerically the progress of Hull has been much more rapid than that of Ottawa, but the city has not prospered financially in the same proportion, as almost the entire population is employed in the several mills on both sides of the river, and its assessment today is not as much as was that of Ottawa in 1855.

Partly from its geographical position and partly from being the seat of Government, Ottawa seems destined to become a railway centre of some importance, and the development of railway facilities of late years has been very considerable. As recently as 1878, Ottawa had practically only two means of railroad communication with the

outside world, namely, the St. Lawrence & Ottawa, and Brockville & Ottawa railroads, connecting with the Grand Trunk at Prescott and Brockville respectively, for, though the Quebec, Montreal, Ottawa & Occidental Railway commenced running to Hull in 1877, the railway bridge over the river was not built until later, and The Cenada Central only served a few towns along the Upper Ottawa; so that when in December, 1878, Her Royal Highness, the Princess Louise, came to Ottawa, she had to come from Montreal to Prescott, and thence by The St. Lawrence & Ottawa to this city, and it took the Royal Party from ten o'clock in the morning to four-fifteen in the afternoon to make the journey. That was only 23 years ago, and the change within that time has been very remarkable. There are now six different railway systems running into the place, and we have direct communication with every railroad system on the continent. It may be argued that these railways are not industries of Ottawa. Perhaps not, but they are a very important part of the industrial development of Ottawa, for not only does their expansion represent a proportionate increase in the business of the place, but they directly employ upwards of two thousand hands, affording support to some six or seven thousand of the population, and of course a means of livelihood to a large additional number.

As external transportation facilities have enormously increased within the past twenty years, so has there been an equally marked improvement in internal means of transport. Previous to 1870, unless you had a horse of your own, you either had to hire a cab or walk, and, indeed, though the first horse-cars commenced to run on the first of June in that year, under the management of The Ottawa City Passenger Railway Company, they were, while no doubt a boon to many, patronized by comparatively few people, the number carried during the first twelve months being only 273,000. The route was from the Suspension Bridge at the Chaudiere to New Edinburgh. In the summer there was a horse tram service which was fairly satisfactory, though there were no conductors as a rule, and it used to be amusing to watch the driver, as soon as he had the car fairly full, hand the reins to the nearest passenger, and start off on his rounds to collect the fares. Passengers were supposed to put their fares in a box behind the driver, but they could not always be trusted to do this. In the winter the cars were on bob-sleighs, but in the spring they were upon wheels, and no one who has seen them will ever forget those cars making their way along Sparks Street, with the snow three to six feet deep—now climbing up one pitch hole, now going down hill into the

next one, then at an angle of forty-five degrees on one set of wheels, then at the same angle on the other set. I never knew who were bold enough to use those cars in the spring, but it always seemed to me that a passenger from the Chaudiere to New Edinburgh ran more chances of sea-sickness than one making an ordinary voyage across the Atlantic. This service continued until 1891, the length of track being something over four miles, the number of cars in use about ten, number of horses, 25, and of employes, 15. In 1891, however, the present Electric Street Railway Company commenced operations, and carried in its first eleven months 1,520,400 passengers, as against 575,000 carried in the preceding year by the horse-car company. This Company now has 42 miles of tracked road, use from 45 to 65 cars daily, and regularly employs 300 hands, while after heavy snow storms this number is doubled. The number of miles run during 1901 was 2,120,000, and of passengers carried 7,188,781. The paid-up capital of the old horse-car Company was $43,000, while that of the present Street Railway Company is $814,800.

In connection with local means of transport the Hull Electric Company must not be overlooked. This Company operates an electric railway between Ottawa and Aylmer, as well as a street railway in Hull, and commenced business on first of July, 1896. It has 27 miles of track, 21 cars in use in summer time, employs 75 hands, and last year carried 598,700 passengers. The Company also supplies a large part of the Hull City lighting, both for streets and dwelling houses, and obtains its power from the Ottawa River at Deschênes.

The lighting of a city forms a very important part of the industrial development of any place, and few towns can boast of better facilities of this kind than Ottawa possesses at the present day. The present Ottawa Gas Company held its first meeting, under the name of the Bytown Consumers Gas Company, on the 17th of April, 1854, when the late Dr. Hill was elected president, and the late C. H. Pinhey secretary. The Company appears to have made but slow progress at first, for in April 1856, two years later, it had but 125 meters in use, which number was increased to 200 in 1857, 75 having been added during the year; while in the latter year the Company made its first contract for city lighting, having agreed with the corporation to furnish fifty street lamps. The original paid-up capital of the Company was £3,800, or say $19,000. The company has grown and prospered since those days, and has now 2,810 meters in use, while the paid-up capital is $450,000. This Company furnished all the lighting of the city, both public and private, until 1885, when the Ottawa Electric Light

Company was formed, and an agreement made with the city for furnishing 165 arc lights. Subsequently the Chaudiere and Standard Electric Light Companies were formed, the first in 1887 and the second in 1891, and in 1894 all three companies were amalgamated into the present Ottawa Electric Company. At the commencement of business this company had 42,152 incandescent lights and 440 arc lights, while today it has over 600 arc lights and 98,000 incandescent lights in use. At the time of amalgamation the revenue of the Chaudiere Company, which was the largest of the three, was $65,210, while the revenue last year of the present company was $196,362. It will not be out of place to mention here that Ottawa stands second to no place in Canada in electrical development. Not only have we the Electric Street Railway Company, The Ottawa Electric Company, and the Hull Electric Company, already mentioned, but there are also The Metropolitan Electrical Company, which derives its power from the Deschenes Rapids on the Ontario side of the river, and will, when completed, supply power to Ottawa for lighting and manufacturing purposes by means of transmission wires five miles in length; The Capital Power Company, which also derives its power from the Deschenes Rapids, but on the opposite side of the river, and transmits its power to Hull, where the greater part of it is used by the Eddy Manufacturing Company and The Matthews Packing Company; and, The Ottawa Power Company, which has premises on Victoria Island, using the water power formerly operating the Bronson & Weston's mills, and supplying power to the Ottawa Carbide Company.

The opportunities of generating power by water are so extensive that there are practically no limits to the development of electrical energy in Ottawa; and it may not be long before steam is altogether superseded as a motive power in our local factories.

It was not long, after I began to prepare this paper, before I realized how impossible it would be to make individual mention of all the industrial establishments in Ottawa and Hull, and that even if I had been able to secure the necessary information, my paper would have been more in the nature of a directory than anything else, and for that reason I changed the name and to some extent the subject, and preferred to speak instead of the industrial development of the two places, leaving it to be inferred, as it safely can be, that there must be sound commercial prosperity behind so much general progress, for it can be readily understood that a city does not possess large systems of railways, street railways, lighting, etc., etc., unless the in-

habitants are commercially prosperous enough to make such institutions financially successful.

Leaving lumber out of the question, the manufactures of Ottawa are not, as yet, very extensive, though there are signs of progress in this direction, and it is quite possible that the earlier predictions of this district becoming a large manufacturing centre may yet be realized; and while I have no intention of attempting to enumerate the various industries of the two cities, there may perhaps be no objection to my mentioning by name one or two of the larger manufacturing establishments, as, for instance, The Ottawa Car Company, which builds trolley cars, high grade waggons, carriages and other vehicles. The army transport waggons, built by this Company and sent to South Africa with the several contingents, were commented upon very favourably. The Company commenced business in 1893, has a paid-up capital of $100,000, employs 75 hands, and turns out goods annually to the value of $125,000. Its cars now run on the street railways in Canada, from the Atlantic to the Pacific.

The George Matthews Pork Packing Company was established in Lindsay in 1868, extended to Peterborough in 1881, and to Ottawa in 1889. This Company employs about three hundred people regularly, and cuts up some 300,000 hogs every year; about forty per cent of the products going into domestic trade and the balance being exported to Great Britain.

The Ottawa River Navigation Company was established in 1842, and in its earlier days afforded the most direct means of going from here to Montreal. Many of the smaller places along the river are still largely dependent upon this Company both for freight and passenger travel. The Ottawa Forwarding Company also handles a large quantity of freight during the season of navigation; and the Ottawa Transportation Company carries a large proportion of the products of the different lumber mills.

But I think I have said enough to show, through the line which I have taken, how great the commercial development of these two cities has been in the last 25 years; and while I am afraid that I have not contributed much to the historical knowledge of the association, I trust that, if not now, at any rate in years to come, some of the information I have given you may be of value, and may, perhaps, assist some future member of the association to show how far superior the Ottawa of that day is to the present one.

I may say that all my information was obtained direct from the several establishments themselves, and I wish to thank all concerned for the ready willingness shown in supplying me with all the particulars asked for.

E. M. ROPER.

# The Lumbermen of the Ottawa Valley

**Paper read before the Women's Canadian Historical Society of Ottawa.—April 17th, 1903.**

When reading for this paper I was confronted by two alternatives, either to copy a long list of biographical facts which any one of our Society might read for herself in the pamphlets and books of the Parliament Library, or else to write an article of such formidable proportions as would probably furnish a series of papers for the next six months.

"To describe," says a writer of An Historical Sketch of the County of Carleton, "the many mills of the lumber kings of the Ottawa, which centre at the Capital, would require a volume." After reading like paragraphs in some half dozen books I decided that it was best to consider the subject of lumbering from an historical point of view, mentioning only those men who seemed to me to be pioneers in this industry, as well as a few of the lumber kings of today.

The principal lumbering region of Canada, the Ottawa Valley (that is that portion drained by the Grand, or Ottawa River and its tributaries), contains an area of about 80,000 square miles, producing in its wild state some of the finest and most valuable timber in the world. The forests of the Ottawa Valley constitute Canada's great Pine forests and Canadian white pine is celebrated all over the world. Lumbermen are now approaching the head waters of the Ottawa's tributaries, and Mr. Johnson, the Dominion Statistician, says, if our forest protection is not improved, the marketable supply of this valuable wood (white pine) will be exhausted in the next forty years.

When we see the large fortunes amassed through this industry in Canada, second only in importance to agriculture, it is hard to believe that in the beginning of 1800 only a few scattered settlers were to be found along the Ottawa for about 45 miles west of Montreal, after which the country was unbroken forest except one settlement made about 1780, near where the village of Clarence, County Russell, now stands.

To Mr. Philomen Wright and Highland Chief MacNab belong the honor of opening up the Ottawa country. Mr. Wright, then about 36 years of age, was not satisfied with the profits of his farm in Woburn, Mass., where he was born in 1760, and probably his English blood, (for he was the son of a gentleman of Kent, England), made him not

averse to travel and exploration, for he decided to try if better land could not be found in Canada. Just then the Eastern Townships were being opened for settlement which turned the eyes of Americans towards Canada. The story of his surveying reads like a novel of adventure. No difficulty seemed insuperable to this "Crusoe of the Ottawa Valley."

In describing his first journey through the virgin forest of the Ottawa, he said, "We (himself and a few men he took with him) must have climbed at least 100 trees, our only way of seeing what the land was like beyond us, the forest was so dense."

At last he settled upon the land where Hull now stands, and in 1796, with five families, laborers, oxen, horses, implements, even nails, he arrived at the spot selected and they began to fell trees to build their homes. We all know the story of his prosperity, but perhaps it may surprise you, as it did me, to learn that it was not until Philomen Wright had lived six years where Hull now is and had found it necessary to provide employment for his farm laborers in winter, that he began the lumber business. Not a stick of timber had yet been sent down the Ottawa to the Quebec market, on account of the dangerous rapids. He found that the expense of a trip to Montreal with his flour consumed all his profits. He must find an export market and an easier way to it. When in 1806 he began the industry destined to make this Ottawa Valley famous, this man (with the determination and strength peculiar to him), decided that a way must be found to get his timber down the Ottawa to the Quebec market. The habitants, whose forbears had lived by the river for two hundred years, told him it was impossible to get timber to Quebec by the route north of the Island of Montreal, that it had never been done. He replied, "I will not believe it until I have tried it," and try it he did. It was a costly experiment. No one knew the route, the rafts ran on the ground; it took 36 days; but he did what he had undertaken, and afterwards by the knowledge and experience so gained, the trip was accomplished in 24 hours.

The Township of Hull, which this grand old man surveyed, taking in 1800, three months to place the 377 posts;—this Hull became the "Centre from which radiated colonies, many for a time going first into Mr. Wright's service, then prospecting for themselves." He lived to see, across the river, the land bought by one in his employ (Nicholas Sparks), become a flourishing town,—and full of riches, honours and years, in 1839, he went to his well earned rest and now sleeps in the cemetery on the Aylmer road. His grandson, Alonzo Wright, was

noted for his culture, wit and princely hospitality. He was called the "King of the Gatineau," and died as recently as 1891.

When we consider the present importance of the lumber industry of the Ottawa Valley it is hard to realize that 80 years ago (1822) there was just one settlement on the North shore of the Ottawa between the Long Sault and Hull. Papineauville was then a flourishing little place. On the South shore, Hon. John Hamilton had built his mills on the islands, and L'Original was already quite a village. Though the lumber industry of the Ottawa was at that date comparatively small, yet quite a number were already engaged in it. Those who operated at and above Hull included Squire Wright, Job David, and Martin Moore, .William and James McConnell, the MacDonalds, Birch & Durrell, Hind & Sparks, Peter Aylen, H. M. Fulford, and Messrs. Meyers & Harris, and Mr. John Ryan. At a considerably later date came Price & McGill, Wells & McRae, Thomas B. Hyde, Joseph Aumond, McKinnon & Aumond, Wm. Mackey, Robert Skead, Hon. Jas. Skead, James McLaren, Hon. D. McLachlin, and J. Egan. The latter purchased, in 1855, the Wadsworth limits at Fairfield, where a Mr. Wadsworth had built a mill and founded a village which the new purchaser named after himself, and it is to this day known as Eganville.

"The immense fortunes made in lumber (says the writer of an 'Historical sketch of the County of Carleton') sound to the ears of the uninitiated as fairy tales. The riches of four in the above list once approached fabulaus dimensions and were the wonder of all Canada—yet every one of them arose from the most humble beginnings and originally swung an axe or handled an ox goad for monthly pay in the lumber camps of the Upper Ottawa."—The rule rather than the exception in a young country.

"The greatest invasion of the Ottawa timber limits," (says the same writer) "occurred about the time Ottawa became a city, and was made by Americans, most of whom are now among the Lumber Kings of the Valley, and doing business in this city or Hull. Bronson & Weston built the first extensive mills at the Chaudiere in 1855. A. H. Baldwin began business here the same year, and also J. M. Currier, M.P., who had been previously engaged with L. C. Bigelow of Buckingham and McKay & McKinnon of New Edinburgh. Capt. Levi Young came in 1851, and E. B. Eddy the same year. Perley, Pattee & Brown began business here in 1859, and J. R. Booth in 1855. Harris & Bronson were the first to ship lumber to the American mar-

ket. Some of these lumber companies no longer exist, or have passed into other hands—one of these is the firm of Wright, Batson & Currier of Hull. Gilmour & Co. (who own the Gatineau mills situated at the village of Chelsea), began business in 1841. Then there were the Hawkesbury Mills owned by Le Moyne, Gibb & Co., and one of the largest and best known firms of the Ottawa Valley was that of Hamilton & Co., situated about 60 miles from Ottawa City, on the South shore of the river, near the head of the Grenville rapids. At their Hawkesbury mills, 500 men and boys were employed, 3,000 tons of agricultural produce was consumed annually, and their limits were upon the rivers Rouge, Gatineau and Du Moine. Hon. John Hamilton died some years ago in Montreal. Mr. Wm. Mackey was another successful lumberman who died recently in the city of Ottawa. By the list of names I have given, one can see at a glance, that Ottawa Society is largely composed of the descendants and heirs of men who were successful in this great lumber business of the Ottawa Valley. Many a representative has been sent to Parliament from the ranks of the prominent lumbermen, one of the most recent to become a member of the Senate is Mr. W. C. Edwards.

Before concluding let me say a few words more about lumbering itself, and a most interesting subject I found it, (much to my surprise) when reading for this paper. Mr. A. H. Campbell in his essay in the "Hand Book of Canada" entitled "Lumber Industry of Canada," says that the census of 1901 shows that over $100,000,000 of capital is invested in industries dependent on forests and $30,000,000 in wages. He too, as well as Miss Catherine Hughes in her clever paper on this subject, sounds the note of warning about a proper system of forest protection being absolutely necessary to enable Canada to keep her place as fourth in the list of lumber exporting countries. Norway and Sweden, Russia, and Austria have first, second, and third place because of their superior forest protection laws in times past. Canada's white pine, her finest wood, requires 50 years to mature and, as Mr. George Johnson (the Dominion Statician) says, at the present rate of spoliation the supply will last but forty years longer. It is indeed high time that Canada awakened to this fact. Canada has still an almost inexhaustible supply of spruce, a quick growing tree, and the manufacture of articles from pulp made from this wood promises to be one of her leading industries. It was interesting to learn that most of the paper used for newspapers is made from pulp and so great has been the industry that I hear large English newspapers are now buying spruce limits and are about to establish pulp mills and paper factories

for their own use. Buttons, car wheels, coffins, pulleys and roofing material are also made from this pulp.

The lumber supply of the Ottawa Valley is great, but the demand for it is steadily increasing, until we must ere long cease to export, and conserve for our own use. One item of manufacture (railway ties), in 1896 consumed 530,000 acres of strong young forest trees.

To Ottawa people it is not necessary to describe the process of lumbering. The shanty erected when the Duke of York was here gave a practical illustration to us all.

To one not altogether utilitarian the thought of the millions of forest kings which have bowed their proud crests before the woodman's axe, is almost a sad one, yet in the wake of this same axe have sprung up homes, settlements and towns. The romantic beauty of our Chaudiere and Rideau Falls has had to yield to the same power. Doubtless before long the raft and the raftsman's song will, like the Indian's canoe, be one of the things of the past, but it will be many a decade before Ottawa will cease to benefit by the rich harvests that have been wrested from the grand old forests by the Lumbermen of the Ottawa Valley.

FRANCES L. HOWARD.

# The Great Fires of 1870.

**Paper read before the Women's Canadian Historical Society of Ottawa.—February 13th, 1902.**

The subject of this sketch—"The Great Fires of 1870"—is such, that I have found it impossible to compass it in one paper. The area was so vast over which the fire spread, that to give a detailed account, including personal incidents, would fill a good sized volume. Perhaps some daring writer at a future date may undertake the task. When we consider that the fire was raging during the same time, even as far down as the Saguenay Valley, that the land birds of Ontario had made their terrified way to the sea, and there took refuge among the masts and rigging of the vessels; that in the Metapedia Valley the flames cut an avenue of twenty-five miles in width, we can perhaps form some small idea of the magnitude of the work. Feeling, then, how inadequate any efforts of mine would be towards such an undertaking, I have confined myself to the events of our own immediate neighbourhood and surrounding townships, during the period embraced by the 17th to the 23rd of August.

For several weeks past, rumors had been reaching the city, relative to destructive fires raging in the surrounding districts, quite unchecked in the woods, destroying fences, haystacks, barns and latterly houses. Secure in our city homes, we simply shrugged our shoulders and gave vent perhaps to some sympathizing comment, such as, "Oh, the poor farmers! How dreadful!" At a later date, the smoke from the ascending flames darkened the horizon and during the day the view on every side was bounded by heavy black banks of cloud. Looking from Parliament Hill and other elevations one was surprised into asking: "What is the meaning of those heavy black clouds?" and the answer would invariably be, "Oh! those are not clouds, but the smoke from the bush fires." Meanwhile, in curt paragraphs the "Press" of the day would comment on the progress the enormous conflagration was making, as "such and such a farmer has lost his barns," or "so many head of cattle," or "his house," as the case might be, gravely remarking upon the necessity of rain.

From every quarter the flames steadily approached our city, until at night the red glare lighting the heavens would tell of the terrible body of fire stalking through the country and its close vicinity. Then it was that news came fast and furious, of the residences of well known people in the suburbs being in imminent danger and the neces-

sity of immediate measures being taken was urged upon the authorities to protect property and, if possible, stem the tide of flame; but, as the city was comparatively free from smoke during the day, extraordinarily little attention was paid to the very serious situation until the 18th of August, when the grand culminating point was reached and Ottawans experienced what was a truly frightful night, which to be appreciated must be experienced; the smoke at noon was such that it was impossible to see across City Hall Square. Later it cleared, and the air was fresher than it had been for days past. About four o'clock a fierce gale arose, springing from the southwest; it grew so dark that gas was lighted all over the city; the gale increased in fierceness, the dust, lying two or three inches in depth and on which no rain, to any extent, had fallen for months—the dust I say,was lifted in great bodies and was hurled in immense masses against the buildings with a seething sound, while it was impossible for human beings to stand against its fury; then clouds of ashes began to fall in the streets, and the dense smoke got hotter and still hotter and more blinding, and people at length began to realize that the terrific gale had fanned the flames into frightful proportions, and at the moment were travelling at the rate of five miles an hour and spreading in every direction. In the Township of Gloucester, an area of ten miles was in flames. At eight o'clock the streets were deserted, even the "cabbies" being obliged to abandon their stands; the fierce gale was at its height. Those on their way home were knocked about, bruised and battered; turning their backs to the blinding storm of dust and ashes, flying to the shelter of shops and doorways en route, and the only remark one could possibly hear would be, "Oh! what a fearful night this would be for a fire." The Fire Brigade meanwhile had received orders to be ready for any emergency.

Throughout the country the people were panic stricken, and rushed wildly from house to house, carrying the latest scraps of news and seeking sympathy and comfort in their dire distress.

In the Townships of Gloucester, Nepean, and Fitzroy, the fires roared on before the fierce gale, destroying everything in its way. In the Township of March, Hugh Parker and his family were obliged to rush into the river, to save themselves from certain death. The village of "Bell's Corners" was totally destroyed; with the exception of a couple of churches, a school-house, and the residence of Mrs. Bell, the place was in ashes. Unfortunately, the destruction of property was, in that locality, attended by loss of life, Robert Grant of Goulbourne and Mrs. Hardy of the same place were burned to death. Mr.

Grant was, at the time of the fearful tragedy, church warden in the Church of England at Hazeldean. In going back to his home to save the papers, registers, and money belonging to the Church, that were in his care, as warden, he lost his life. Many another self-sacrificing deed committed at the time will probably go unrecorded until the "Great Day" when "all secrets will be known."

On the Richmond Road alone there were over two thousand people homeless and without sustenance, save what they could pick up; numbers were making their way to the city, their consternation and grief being terrible to witness. At eleven o'clock, a man coming from Gloucester reported the flames as being only a mile from the city, making their way by the railroad track, and men were immediately placed on the watch. The mail stages, in almost every direction were stopped. The driver from Pakenham to March, stopped his horses, refusing to go on. He remained in the road all night, the fire passing so close to him that his horses were singed, and his hands severely burned.

On this awful night of nights, before the wind rose, the fire in Gloucester, out toward and at "Green's Creek," was apparently exhausted, but in a few hours the wind had fanned it into one of ominous magnitude. It burst like an escaped monster out of the woods; it seemed to break spontaneously out of the ground and swept with fearful velocity over the parched fields. The punk-dry fences acted like powder trains, and invariably conducted the fire to the farm buildings. When barns took fire, the scene was one of fearful grandeur, the whole sky looked like a vast curtain of flame; from the burning barnfuls of hay and grain, great sheets of fire were carried through the air intact, ever and anon dropping burning cinders which were most probably the germs of another fire wherever they fell. Chief Bertrand, of Montreal, tendered the services of the "Union" Fire Engine, with 800 feet of hose for the assistance of the authorities at Ottawa, which offer later was gladly accepted. One or two of our own engines were removed from Lower Town to the City limits. It was reported that the Sparks farm would go before morning, and it was then known that the destruction of property was very great. The Townships of Huntley and Fitzroy were literally one huge blaze. People in the city who had friends or relatives in the country were agitated over their safety, as no communication could be made with any of the fire besieged districts. "Ironsides," in Ottawa County, was by this time a heap of smouldering ashes. At Gilmour's piling ground five million feet of lumber was a seething mass of flame. The Gatineau

Bridge crossing the river had been burned, and the distress and terror were frightful. Two women, three children, and a man named Pink, met with a terrible fate, but the exact number of lives lost, has never been ascertained. A gentleman who was present on Wednesday night at Gilmour's rafting ground, gave the following description:—"Few thought that the rafting ground was in actual danger. Suddenly, however, and almost without warning, a furious hurricane arose, the flames tore madly along through the forest, bending and tearing the stoutest trees. Clouds which had been but smoke before, began to vomit flame, like flashes of lightning. Soon the mass of smoke was a wall of fire; women,with their little ones held closely to them,screamed in wild affright; hardy men, who perhaps never before knew what terror meant, stood aghast with blanched cheeks and trembling limbs. Suddenly the cry arose 'to the river!' and then down the bank to the Gatineau the inhabitants of the cluster of cottages, ran furiously, not a moment to be lost, if lives were to be saved. There was no thought of property, and then upon rafts hastily put together, the poor fire hunted creatures embarked, with their ruined homes blazing behind them. After a voyage attended by many perils and drawbacks, they finally arrived at Gatineau Point, where they remained for the night, afterwards obtaining shelter in Ottawa and the vicinity."

There is neither time nor space to go into or to give in detail, the damages and ravages of the fire to many other townships, but in Templeton, Buckingham, Goulborne, and March the destruction was equally great. In March, Frederick Richardson lost his life, and there were very many pitiful sights and heart-rending tales which would fill a paper in themselves.

Perhaps some of the eye-witnesses, and I am sure there are some who belong to this Society, will give us an account of them later on. People living in the city could form no adequate idea of the horrors of the situation, to those in the surrounding burning townships. Depict to yourselves, if you can, a night, blackened by mighty clouds of smoke; a mighty tempest raging, tearing up by their roots and dashing to the ground the sturdiest of forest trees, the fierce flames roaring on every side, burning up, in the space of perhaps an hour, the fruits of years of arduous toil—houses, barns, and everything the unfortunate ones possessed, simply melting before their horror-stricken gaze; and this, dear hearers, is not an exaggerated delineation of what passed during that awful night. Throughout the whole time people were on the move from place to place in search of shelter and safety, some on foot, with terrified children clinging to them, picking their

dangerous steps among the patches of burning ground, while some, to save both themselves and their horses, mounted and galloped at break-neck speed over fields of fire; the continuous bellowing of cattle, the neighing of horses,with the sobs and moans of the women and children, added much to the alarm and confusion. During the following afternoon the most of the Chaudiere Mills were closed down and two thousand of their men, most if not all of whom were "French Canadians" were marched in regular order through the streets and set to watch where the fire more nearly threatened destruction to the city; it did actually penetrate in the direction of "Mount Sherwood." Mr. Sherwood and his family of stalwart sons, turned out and worked as hard and heroically as any of the inhabitants of the neighborhood, to check the onrushing flames. People from the outside districts still kept streaming in, and many were without food for twenty-four hours.

The "Times" of August 20th, 1870, says: "Never in the history of Ottawa has a more exciting day been known than yesterday." All sorts of rumors were current. A meeting of the City Council was called, and a "Proclamation" issued to close the houses of business. While Sheriff Powell was addressing the Council, a letter was handed him stating that the fire had approached so close, that it was within two hundred yards of Rochesterville. The Council at once adjourned and a couple of members of the Vigilance Committee, which had been formed, were authorized to call upon the Colonel of the 60th Rifle Brigade, and request the services of the men of the regiment. About one o'clock the cry of fire! fire! fire! the fire is coming! resounded up Sparks Street, then excitement reigned supreme. The shops were at the time being closed; the streets crowded with those eager to assist, in any way. Bells rang, boys shouted, the bugles of the volunteers sounded the alarm. The less nervous flocked out in thousands to the scene of danger, in carriages, on foot, and on horseback; vehicles of all kinds rattled through the streets, whilst, over all, rolled the great clouds of dense smoke, and infinitesimal white ashes, hot with the breath of the fast approaching flames. At the "St. Louis Dam," a crowd of men were at work cutting away a portion of the 'dam' so as to allow the water to flow out and flood the low lands, and thus place a barrier between the fire and the city. This was done, and with a mighty rush the water started through the apertures. It was a Mr. Purcell, a foreman of Mr. Baldwin, one of the large mill owners, who first suggested the cutting of the dam, and to him certainly is due all praise and credit for the bravery and ability which he showed in fighting the mammoth fire. He had with him during the day over

a hundred men whom he deployed with skill, and kept at work in a most methodical manner. There were about one hundred and eighty acres covered by the water.

An eye-witness gives the following: "The fire at this time was about a half mile of us, working its way through a wood adjacent to a farm belonging to Mr. Lyon Fellows. We turned to the right, up the 'Hog's Back' road, and ascended a little hill for about two hundred yards, passing, in doing so, a long line of water carts, and one or two houses, the inhabitants of which had their possessions packed ready for flight; going as far as our carriage could, with safety, we found ourselves facing what one might call a line of fire; immediately in front of us, was a row of men extended in something like skirmishing order, while here and there were grouped water carts, barrels and pails of water ready for immediate use. Close by them one or two ploughs were at work cutting deep furrows or trenches, in order to check the flames should they spread in that direction, while still farther on straight in front of us, was a belt of woods, from out of which came clouds of smoke intermingled with occasional showers of sparks, announcing the near presence of the fire; here the heat was oppressive and the clouds of wood ashes which filled the air was anything but agreeable. We proceeded down to the advanced line of men who were watching the movements of the enemy, when suddenly the cry of 'violà la feu!' made known the fact that a large stump or two had burst into flame. Instantly, without disorder or confusion, a dozen men rushed through the smoking underbrush, with buckets of water and emptied them upon the flames, thus at least checking their progress for a time. At the same time one or two water carts came up in their rear, ready to supply them with fresh 'ammunition' should it be required. The fire, however, did not seem inclined to leave the woods, but blazed and crackled onward towards the city and the lowlands previously spoken of. Fearing that our retreat might be cut off, if not by fire, by water from the emptying reservoir, we hurried back along the road we had come. Not more than half an hour had elapsed since we had passed the dam; but on arriving once more at the foot of the hill, we were astonished to find the low land and the road completely submerged to a depth of at least three feet. The water was quite up to the carriage doors, and the floating timber and debris rendering further progress unsafe, our coachman jumped into the water, above his waist, and turned the frightened horses back on to the dam road again. One or two boys, bravely determining to effect the passage, swam past us, but it was a most dangerous proceeding, and very nearly cost one of

the poor fellows his life, as he was carried under the timbers of a bridge which had been swept away by the water. Fortunately for us our coachman was thoroughly familiar with the locality, and managed to make his way somehow to the 'Richmond Road' without further exposure or danger from fire or water.

"In the course of our somewhat adventurous journew, we came to a farmhouse in front of which stood the farmer, himself over eighty years of age, and his aged wife. With the latter we had some little conversation: asked if she were not afraid to remain at the old homestead, and had not better go to some safer place? 'No,' she said 'for seventy-eight years the Lord has taken care of me, and I don't think that He will desert me and my old man tonight.' She told us that most of their little stock of valuables were safely secured in the ice-house underground, their farm-hands had left them, and she and her husband were there alone; but still, the good old dame looked forward undismayed to the future, though the angry roar of the approaching flames could be heard as we talked. Let us hope that her wonderful, pure faith was rewarded and that no harm befel her, or 'her old man.' 'What are you doing there?' we asked of a group of men and women who were busily covering up a hole in the ground. 'Trying to save what we can from the fire,' was the reply. This was the case, and we found later on that it was the course very generally adopted; and where there was time to do it properly it proved most efficacious. At length we made our way back to the city, firmly convinced that through the cutting of the dam, and the flooding of the lowlands the Capital of the Dominion had been saved from total destruction."

Old and experienced inhabitants tell me, that never had a fire been known to spread so rapidly, excepting on parched prairies; in some fields where there was long dry grass, the fire kept pace with the wind but, as a general rule, its march was at the rate of a mile in four or five minutes. In no case, indeed, had the farmers time or opportunity to save anything out of their houses. In one instance a man attempted to carry a bundle of bedclothes away on his back, but before getting many yards was obliged to drop them, and fly for his life, they having caught fire during the short journey.

Perhaps one of the strangest features in the whole fearful occurrence was the effect the fire or smoke had upon the fish in the smaller streams, particularly in "Green's Creek," Gloucester Township. They were found in great numbers, floating on the top of the water, quite dead, whether from the smoke, or the effect of the fire on the water,

we are unable to say. But the fact remains, the smoke lay so thick on the water that it is more than probable that the fish inhaled it and thus died.

One of the most extraordinary sights in connection with this appalling catastrophe, was to see the flames ascend some tall pine tree, enwrap it for a few moments in a perfect blaze, and then amid a shower of sparks, this "monarch of the forest" would be seen to totter once or twice, and fall with a monster crash. Pitiful sights, and tales of woeful distress were on every hand. Whole families whose homes were burnt, camping in open fields, under old carpets and bedding, perhaps half burned; it was heartrending!

The fire was very erratic in its course, sometimes cutting a gap of twenty or thirty feet in a fence and leaving the rest uninjured, and again cutting an avenue of a few hundred yards in width through the woods, while the trees in the immediate vicinity would be perfectly green and fresh. Farm houses, too, and barns would be literally jumped over by the fire, leaving them quite intact.

By the 23rd of August, the serenity of the city was restored, the danger to the city being past. To the precautionary measures taken and so energetically carried out, by the men of the Chaudiere, the military and the citizens generally, was this safety due.

On Thursday, Thursday night, Friday, and Friday night the city was entirely at the mercy of the wind, the flames formed a complete belt about it, in some cases so near that they could be seen dancing high in the air, as they seized and greedily licked up house or barn. At Rochesterville, the fire was nearest the city. Another great danger was from Hull, where there were no less than four square miles of lumber piled. Had the fire once got in among those vast stores, nothing could have saved us.

A public meeting was held in the City Hall on the afternoon of the 23rd to express sympathy with the sufferers and to adopt some means for their immediate relief. Among the gentlemen present were, the Hon. Sir Francis Hincks, Hon. Mr. Morris, Hon. Mr. Tilley, Hon. Mr. Aiken, J. M. Currier, M.P., Dr. Grant, M.P., Robt. Lyon, M.P., Sheriff Powell, Judge Armstrong, Rev. Dr. Jones, Rev. Father Malloy, Mr. Ed. McGillivary, Dr. Sweetland, Rev. Mr. McLaren, Aldermen Robinson, Heney, Featherstone, Cunningham, Mosgrove, Bate, Mr. Mutchmor, Mr. H. N. Bate, Mr. Wilson, Mr. Jas. Fraser, and a number of other prominent citizens.

The fiery ordeal through which we had just passed was one, which few if any of us had ever before experienced, and to which none of us

would willingly be exposed again. To be surrounded by a belt of flame gradually approaching nearer and nearer to us, to be almost suffocated beneath clouds of driving smoke and showers of sparks and ashes, to be obliged to keep our roofs constantly covered with wet blankets, in order to keep these sparks from igniting the dry shingles, savors more of life on the wild western prairie than of home experience. Yet how trifling was the inconvenience and anxiety which we had suffered in Ottawa in comparison with the anguish and mortal fear which so many of our fellow-countrymen, in the rural districts had to endure. We have seen many of them scorched and blackened with the flames and smoke, with all the result of years of industry and careful thrift swept away in a few moments, and as they told us of the long hours spent in watching the advance of the dreaded fire, or in preparation to escape from it, of hasty flights through the scorching woods, with the roar of the ruthless destroyer behind them, we had to a certain extent been able to realize what their horrible sufferings had been, and how bitter the sorrow they must have felt. Many of those who had been utterly ruined by the fire, were men who had come to Canada in the prime of life; who for long years had risen early and toiled incessantly in the hope of making a comfortable provision for themselves and their children; in many cases they had succeeded; the toilings and savings of many long years had been rewarded, and now as the twilight of their days was falling and the shadows beginning to lengthen across their path, they were, with scarcely a moment's preparation, turned out upon the world, stripped of everything they had striven so hard to obtain. This, of course, was not the case in every instance, but in the majority.

From August 17th to August 23rd, 1870, will long be remembered in the burned districts. Never since the days of early settlement had such a spectacle been witnessed; never, did Death in its most awful form seem to threaten the inhabitants so closely. Some we know, fell victims to the flames, but when we realized what havoc had been wrought all over the country and heard from the lips of eye-witnesses, of the force and fury of the fire, and the speed at which it travelled, we can only wonder that more did not perish, and that so many were left within the reach of human sympathy and succor.

A cheery old Scotch dame said at the time, "We have lost all our gear, but thank God our bairns are safe."

C. E. BILLINGS.

# Schools and Schoolmasters of Bytown and Early Ottawa

**Paper read before the Women's Canadian Historical Society of Ottawa.—February 6th, 1901.**

For much of the information in this paper, the writer is indebted to a number of old residents, and particularly Dr. John Thorburn, for the history of the Collegiate Institute.

The existence of our city dates from the spring of 1827, and in the summer of that year a Mr. Fletcher opened a school on Rideau street. He was an American and remained in Bytown but for a short time.

James Maloney was born in the County of Wexford, Ireland, in 1801, came to Canada in 1826, and after remaining about a year in the city of Quebec, moved to Bytown in 1827, shortly after the arrival of the Royal Engineers. He opened a school in his residence near the By-wash on Rideau street, but removed shortly afterwards to the corner of Mosgrove and St. Paul street, now Besserer street west. Mr. Maloney had a flourishing school in those days, and besides his regular duties, he opened an evening school for the Sappers and Miners, also going to the officers' quarters to teach their children after hours. When later the land on which the school stood was required for the works of the Rideau Canal, Colonel By offered to sell to Maloney for 50 cents a lot of land where the stately Notre Dame Cathedral now stands. But the removal was not found necessary, and Mr. Maloney's school was held there until 1838, when he removed to 102 Clarence street, where he continued to teach till within nearly a year of his death, which occurred in 1879. Among Mr. Maloney's pupils were the late Mr. W. P. Lett and his two brothers, and also the first Mayor of Ottawa, Mr. Friel. The house on Rideau street in which Mr. Maloney opened school, was built of unhewn logs, the roof formed of scooped logs, and the entrance so low that ordinary sized people were obliged to stoop on entering. It must be remembered that the house was quite in keeping with its surroundings, but it can scarcely be said to have been in keeping with the sign in front of the house, on which were the words, "English, Classical and Mathematical Academy."

In 1830 the population of the town was a little over a thousand,

and several schools were opened; one on Cliff street was taught by Mr. Turner. Shortly after, another school was opened in Upper Town by Mr. McDermott, another on William street by Mr. O'Leary, one also east of the Canal by Mr. J. R. O'Reilly, and still another by Mr. O'Grady.

In 1836 Mr. Hagan had a good school on Murray street near Sussex street. He taught for a number of years in Bytown. Former pupils and other old residents speak highly of Mr. Hagan. Mr. Lett in "Recollections of Bytown," says of him:—

"And now a man with learning's grace
And mildness pictured in his face,
Stands forth in retrospection's ray,
As if it were but yesterday,
'Tis the good Hugh Hagan's shade,
Whose precepts many a scholar made."

Mr. Moffat had a school on York street, between Sussex street and the Market Square. He was a well educated man and taught advanced scholars. A former Judge of the Supreme Court is said to have been one of his pupils.

Mr. Duggan taught school on William street for one year. He was succeeded by Mr. McCullough, who afterwards became a Methodist clergyman.

Mrs. Patterson had a good school for young ladies on Rideau street, opposite Nicholas, from some time in the thirties till 1844.

Mr. P. A. Egleson, one of Ottawa's early settlers, came to Bytown in 1836. The Canadian Rebellion broke out in 1837. Mr. Egleson was appointed Sergeant-Major of the volunteers raised at Bytown and served there until the rebellion was suppressed and the volunteers disbanded. Mr. Egleson then opened and conducted very successfully for ten years what was known as "The Union School" on George street. It was one of the county schools. Mr. Egleson gave up teaching in 1848 to go into business.

Mrs. and Miss Cloran taught a girls' school on St. Patrick street for some years.

About the year 1838, Mr. McKenzie, accompanied by his wife, who was also a teacher, came from Perth, Ont. They opened a school in a stone house which still stands at the corner of Wellington and Bay streets. Mr. McKenzie died shortly after coming to Bytown, and the school was conducted for some time by Mrs. McKenzie.

About this time there was a boys' school on Lyon street, taught by a Scotchman, James Elder, and his large frame house, then known

as the Academy, was afterwards Kirk's hotel, later the Exchange Hotel, and was destroyed by fire in 1857. It was located where now stands the Butler House.

In the early forties Mr. Robertson had a school on Vittoria street.

Miss Anderson taught a primary school on the same street.

Miss Wilson had a school for young ladies, where the Bank of British North America now stands.

Miss Lett had a young ladies' school on Wellington street near Bay, and in the later forties, Miss Ross had a primary school on the present site of the West End Methodist Church, Wellington street.

Mr. Alexander Gibb opened a school for boys in Upper Town in the early forties, but finding the occupation uncongenial, he gave it up and studied for the legal profession. The late Mr. Gibb was a prominent lawyer in Ottawa for many years.

An old resident of Ottawa, well known in business circles, being asked for some reminiscences of his school days, said:

"My earliest recollections of school, date as far back as 1844. I attended a school which was held in a kitchen of a house on Vittoria street. A number of pieces of equal length had been sawn off a log, these were set upright on the floor, and planks laid over them for seats. The little boys, of whom I was one, could only touch the floor with the tips of their boots. The master, Mr. Robertson, always wore a long coat which tended to give him a dignified appearance, notwithstanding the fact that his school was conducted in a kitchen. When the Model School was opened, I went there for some time. In 1851 I attended a private school taught by Mr. Dowler, on the corner of Wellington and Bank streets. In 1851 Mr. Dowler's school was removed to Sparks street. The school was in the upper flat of a dingy wooden building resembling a shed. On the west end, overlooking what is now the Wellington market square, were the words, in large white letters, "Stoves for Sale."

In 1844 a stone school house was built on Duke street, Le Breton Flats. It was the County Model School. A member of the County Council and a friend were one day looking at the new building. When the latter enquired who was to be the new teacher, the councillor replied: "I do not know. Any person who can spell 'cabbage' and 'sugar' will do for a teacher." The school was opened in 1844, and its first teacher was Mr. Carey, a genial, kindly man, beloved by his pupils. He remained only a short time, and became, later, a Church of England clergyman. He was succeeded by Mr. Healey, who was afterwards a bookseller and stationer in Bytown. His succes-

sor was Mr. John Wilson, who shortly after abandoned the teaching for the legal profession. Mr. Wilson, who is now well advanced in years, lives in Cumberland.

Mr. William Stewart was the next teacher in the Model School, and continued in charge of that school, until his death, in 1874. Mr. Stewart is still spoken of by former pupils with affectionate respect.

In 1844 Miss Playter opened a boarding and day school, for young ladies, on the corner of Clarence and Cumberland streets. In 1849, the school was removed to Rideau street, where it was continued till 1857, when Miss Playter became the wife of Rev. John McEwan, Presbyterian minister of Cumberland. Miss Playter's former pupils have pleasant recollections of their school days while under her kindly care.

In February 1845, four Grey Sisters came from Montreal to Bytown. They shortly after opened a school, in a wooden house, near the Basilica. The small school grew and prospered, developing eventually into those large educational institutions of the Grey Nuns on Sussex and Rideau streets.

Miss Fraser opened a Young Ladies' Seminary in Bytown in 1845. The school was held in the old Congregational Church, now the "Evening Journal" office, from 1848 to 1852, and was well attended. In June 1851, shortly after the Protestant Hospital was opened, Miss Fraser's pupils held a bazaar, in aid of the funds of the hospital. It was held in the West Ward Market Hall, afterwards from 1858 to 1878 the City Hall, and was a decided success. Miss Fraser, whose father was the Rev. Mr. Fraser, Presbyterian Minister of Lanark, Ont., was assisted by her three sisters, all of whom were excellent teachers and were held in high esteem by the people of Bytown. In 1852 this seminary was removed to a new frame house, on Sparks street, and in 1859, owing to Miss Fraser's failing health, the school had to be closed. There was a great fire in that locality on the night of June 1st, 1861, and the large white house disappeared. It was replaced by a substantial stone structure, in which is now located the Royal Bank of Canada.

In the forties also, Mr. Robinson had a school on St. Paul street, which was well attended.

Mr. Lemmon, a gentleman from Belfast, had a school for advanced pupils on St. Paul street also.

Miss Fuller, a young lady from one of the New England States, conducted a girls' school on Daly street in 1848 and 1849.

Early in the forties, Mrs. Motherwell had a primary school on St. Paul street.

Mr. McKibbon kept a school for boys and girls on Dalhousie street from about 1850 to 1859.

Miss Malvo had a young ladies' seminary near the west end of Sparks street.

In 1855 Miss Lamphier opened a young ladies' school on Metcalfe street. It was afterwards removed to Sparks street west.

In 1860, Miss Grinton opened a young ladies' school, in a large stone building, which still stands on the north side of Sparks street, near Metcalfe.

In 1863 Miss Harmon opened a school for young ladies on Wellington street, which developed later into the large educational institution now situated on Elgin street.

Professor Webster came to Ottawa about the time of the outbreak of the American civil war, and opened a school for advanced pupils of both sexes. After the close of the war, he returned to the Southern States.

Mrs. Halkett had a school in the vicinity of Metcalfe Square.

Mr. and Mrs. Cairns had a school on George street and afterwards on Rideau street.

Mrs. Stoughton had a primary school on Besserer street from 1862 till 1869.

## PUBLIC SCHOOLS.

Bytown was incorporated in 1847. At that time it had a population of 5,000. About a year after, it was decided to open a public school in each of the three wards into which the town had been divided. The West Ward school was held for some years in the basement of the Temperance Hall, Elgin street. The North Ward school was located on Church street. The South Ward, now St. George's Ward school, was opened on May 1st, 1849, in a house on Daly street. Mr. James Fraser was the first teacher. He continued to have charge of the school until July 1855, when he gave up teaching, and shortly after left town. He had come from Montreal to Bytown in 1838 to lead the singing in St. Andrew's Church, and continued to hold the office of Precentor, while he remained in Bytown.

In 1849, Bytown began to recover from a period of great depression in trade, during which the population had diminished rather than increased. In 1850 business was brisk, a number of new houses were built, and several improvements noticeable in the town. When the census was taken in 1851, it was found that the population had in-

creased to 8,000. Accommodation in the public schools was inadequate. A school for girls was opened on the corner of Daly and Cumberland streets which was in charge of Miss Tracey. A year or two later, another was opened on Waller street, taught by Miss Murray, who came to Bytown in 1854. Miss Murray was a well informed woman, but spoke in the very broadest Scotch. Complaints were made of the way the children spoke, consequently the Scotch teacher's services were dispensed with, Miss Murray being aware that her Scotch tongue was the cause of her losing her position. Her remaining years were spent in her native land, and Miss Murray left a host of friends in Ottawa who still speak of her with affection and respect.

Mr. Fraser's successor in the St. George's Ward School was Mr. Pritchard. In 1856 Mr. Pritchard was succeeded by Mr. Rothwell, who was for many years on the teaching staff of the public schools.

About this time changes were made in the management of the schools, and they became more efficient. Within two years, about a dozen new teachers were engaged. They were Mr. Pratt, now Assessment Commissioner, and Messrs. McMillan, McKee, Chisholm, Platt, and Soper, also Misses Weatherhead, Robertson, Carey, Smith, and Currie.

In 1857 St. George's Ward School was moved to a large frame house, on the corner of Besserer and Cumberland streets. An amusing incident occurred shortly after the school was opened. The upper flat of the school house was intended for a public hall, but was not quite ready for occupation, when a meeting was held, in view of an approaching election. The crowd stood outside on Cumberland street and addresses were delivered from an upper window. Some person had found a dunce's cap in the schoolroom, and surreptitiously held it over the head of a young gentleman of the legal profession, who was addressing the crowd, to whom this afforded great amusement.

Mr. J. P. Robertson, now Parliamentary Librarian at Winnipeg, was principal of the school from 1836 to 1866. He was succeeded by Mr. Stewart.

The Public School on George street was built in 1867. The St. George's and Ottawa Ward schools were then united to form the Central School East. The late Mr. Smirle was the first principal, who later resigned to accept the office of Inspector of Schools for the County of Carleton.

Besides the schools already mentioned, there was one in the vicinity of what is now known as the Wellington Ward Market Square.

The Central School West was erected in 1869, when all the schools west of the Canal, were united, with the exception of the Duke Street School, which was still kept open. The first principal of Central School West was Mr. Brebner, now Inspector of Public Schools at Sarnia. The next principal was Mr. Samuel Rothwell (recently deceased). He made way for Mr. Parlow, now head master of the Model School of this city. He later was succeeded by the late Mr. Munro. On the death of Mr. Munro, Mr. Thomas McJanet, the present incumbent, was appointed principal.

## NEW EDINBURGH.

On 1st October, 1838, a school was opened in the little village of New Edinburgh. The school, which was held in a room of a house, was taught by Mr. James Fraser, afterwards public school teacher in Bytown. In 1844, Mr. William Stewart succeeded Mr. Fraser. Mr. Stewart removed, in 1848, to the school on the LeBreton Flats. His successor in New Edinburgh was Mr. Wardrope, afterwards Rev. David Wardrope. A number of boys, who resided in Bytown, attended Mr. Wardrope's school. The building, in which the school was held, had been built for, and used as a barn. Mr. Wardrope gave up teaching in 1849, to attend Knox College, Toronto. He was succeeded by Mr. Duncan Robertson, who continued to teach school there for a number of years. He was well known in Ottawa as "Robertson the Highl nd piper."

## THE COLLEGIATE INSTITUTE.

The Ottawa Grammar School was established in 1843, at the time when the Bathurst District was divided, and the eastern division became the District of Dalhousie, now the County of Carleton.

Rev. Thomas Wardrope (now Rev. Dr. Wardrope of Guelph), was the first head master. He received the appointment from the then Governor of the Province, Sir Charles Metcalfe, and held office from 1843 to 1845, when he was succeeded by Rev. John Robb, whose tenure of office extended from 1845 to 1850. Mr. W. A. Ross (afterwards Judge Ross) was the next head master. He held the office from 1850 to 1856.

Following him came:

Rev. Timothy Millar, M.A., from 1856 to 1859.

Rev. Hugh J. Borthwick, M.A., from 1859 to 1862.

Mr. John Thorburn (now Dr. Thorburn of the Geological Survey) from 1862 till the beginning of 1882, and

Mr. John McMillan, B.A., who still holds office.

Previous to his becoming head-master, Mr. McMillan had been Dr. Thorburn's assistant, for eighteen years, and he well merited his promotion.

Prior to the erection of the building specially designed for the Institute, the school had been moved about from one rented house to another, as circumstances necessitated, and it must be confessed that some of them were far from suitable for school purposes. Considerable difficulty was experienced in finding a house in which to open the Grammar School in May, 1843. The first house rented was on Ottawa (now Waller) street. An outside stairs led up to the upper flat, which was rented for a dwelling, access to which was from Stewart street. No painter's brush had ever come in contact with the walls of the house. In 1851, a move was made to a wooden building, at the corner of Elgin and Albert streets, opposite to the present site of the Congregational Church. The next move was in 1856, to Cook's building, Queen street, south side. This building stood back from the street, and was formerly used as a carpenter's shop. In 1859, another removal was made, to the east side of Metcalfe street, opposite the Dominion Church, to a building which had evidently been intended for a shop. In 1861, the school was again removed, to a wooden building which was on the site now occupied by the Russell Theatre. There the school remained till 1875, when it was moved to the new building erected by the Trustees on Lisgar street.

In 1872 the school was raised to the status of a Collegiate Institute.

In 1874 the Trustees, feeling the need of more suitable accommodation for the school, decided to have a permanent home for the school erected. The corner stone of the new building was laid by Lord Dufferin, then Governor General, with appropriate ceremonies. Unfortunately, on January 30th, 1892, the building was almost totally destroyed by fire. The Institute was re-built, and on November 30th, 1893, it was sufficiently completed to be available for teaching purposes. The formal opening was postponed till February 9th, 1894, when the occasion was honored by the presence of the Earl and Countess of Aberdeen.

The first Board of Trustees consisted of Rev. Dr. Strong of Christ Church, Rev. J. Cruikshanks of St. Andrew's Church, Rev. Father Whelan, Messrs. J. B. L. Fellowes, and Joseph Coombs; the staff of the Institute consisting of the Principal and twelve teachers.

## THE OTTAWA UNIVERSITY.

The College of Ottawa was founded in 1848. The first section of the college buildings was erected in 1858, at a cost of $70,000. Some years ago the college was raised to the status of a University. Several large and costly buildings have since been added, and the College seems to have taken for its motto that of our city, "Advance."

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One afternoon in October, 1898, the writer went into the Central School West, to look at the portrait of the late principal, Mr. Munro. The caretaker kindly came to open the windows and the blinds. While that was being done, the visitor glanced at the furniture of the room. Her thoughts at once reverted to an afternoon in October, 1845, when as a child she had accompanied her mother to a religious service in the district school. The plain, blue painted, and much whittled desks, and benches of the Bytown Grammar School, appeared before her mental vision, in contrast to the beautiful desks, and comfortable looking seats, before her. An American writer says: "The vanity of nations, like that of families, inclines them to lay claim to a high antiquity; and the obscurity in which their early history is, in most instances, involved, affords them an opportunity to indulge this propensity." But with regard to the people of this continent, circumstances are different. We delight rather to speak of our recent origin, rapid growth, and the promise which these afford, of future greatness.

M. JAMIESON.

# History of the Ottawa General Hospital.

**Paper read before the Women's Canadian Historical Society of Ottawa.—November 9th, 1900.**

Among the many excellent religious orders, which on looking back over the pages of Canada's history, we find playing a prominent part in making our country what it is today, none stands out with more pleasing attractiveness than the order of the Grey Sister of the Cross, instituted at Montreal in the year 1755 by Mme. d'Youville, a pious widow who herself gave a noble example of confidence in God, resignation under suffering, and patience in the trials and contradictions of life, the order of Grey Nuns has lived through a century and a half of Canada's most eventful history, quietly tending the sick and suffering, guarding and watching over the orphan, caring for the old and infirm, and instructing the young. A noble office, truly, is that of the little sister in the grey habit. Mme. Jette in her interesting essay on "Works of Charity" in the book known as "Women of Canada" says: "As the missionary advanced over the plains of the North West, the Grey Sister followed him, bringing succor to the poor Indians, instructing their children, and caring for those who had been abandoned in their old age." But it is with the Grey Sister in Ottawa that I have to deal today, and especially of her as regards her care for the sick, and her work as it concerned the foundation of the oldest hospital in this city. In November of 1844, Bishop Phelan, then administrator of the dioceses of Kingston, in which dioceses Bytown was included, paid a visit to Bytown, and saw for himself the great need there was for an hospital in this quickly growing district. He had very little money at his disposal, but he wrote to the Superior of the Grey Nuns at Montreal, truthfully stating the case to her, and the urgency of it. So truthfully indeed was the Bishop's request expressed that it required some heroism on the part of the nuns to accede to it, and undertake a work of such difficulty. However, they had immense confidence in Providence, and on the morning of the 19th of February in the year 1845, after assisting at five o'clock mass in their little convent chapel, and singing, with the rest of the community, a "Veni Sancte," four sisters bade a tearful farewell to their mother-house and took their places in the carriage that was to take them to Bytown. In these days of rapid transit, when we sit in a comfortable armchair reading the evening paper, and almost before we have finished it, find ourselves in Montreal, it is astonishing to hear that it took two days

for the sisters to make this journey from Montreal to Bytown. They stopped over night at La Petite Nation, now Monte Bello, where they were guests at the chateau of the Hon. Louis Papineau, seigneur of the place. Next morning early they resumed the journey, and when toward five o'clock in the afternoon they came within three miles of Bytown, they were surprised to find a procession of eighty carriages coming out to meet them. These carriages were filled with Bytown's most prominent citizens, both Catholic and Protestant. On their arrival in the town the four sisters set to work at once to get a hospital in readiness for the many sick whom they found awaiting them. The Oblate Fathers had turned out of their Presbytery, placing it at the disposal of the nuns, and themselves finding shelter among their parishioners. On the 11th of March the sisters moved into their own convent, a small wooden house in St. Patrick street. (This house in later years was occupied by the Sisters of the Precious Blood). A wooden building close to the convent served as the hospital, being formally opened on the 10th of May, 1845. It was given a charter under the name of the General Hospital. All the resources the nuns found at their disposal were used in making the patients as comfortable as possible; they themselves frequently endured great hardship and privation, although through the kindness of the people of Bytown they were never without the absolute necessaries of life. They had for a dining table for some time after their installation, a door which had not yet been hung; it was placed lengthwise on a couple of trestles, and made, as they often laughingly remarked, "a very good table." The sisters were kept busy, their hospital was always filled. Even in their little convent the largest room was converted into a ward, and they spent the hours set apart for recreation and repose, in visiting the sick in their homes. In 1847 they decided to build a larger hospital. A wooden building was erected in Bolton street, (now Water street), close to the site of the present hospital, and almost before it was finished it was crowded with patients, for that was the year of the terrible outbreak of typhus fever, of which so many poor Irish emigrants died. From the 5th of June, when the nuns received the first of those unfortunate emigrants, until the end of the month of August, scarcely a day passed without their receiving six or eight. The old hospital was filled with patients, the new one, though unfinished, was crowded, and many sufferers were cared for by the nuns in military tents, put up by the Government, on the ground which is now the courtyard of the present hospital. It is impossible to overrate the kindness and goodness of the nuns to those victims of the dreaded

fever, or to say too much of the energy and indomnitable courage they showed in their role of nurse. The fear of the fever pervaded all classes, schools were closed, and those who could manage left the town. Sufferers from the disease were, as often happens in epidemics of this kind, abandoned by all save those whose Christian charity was of the heroic kind. Victims of the fever were often driven to the door of the hospital, and there the driver, afraid of infection, would call the sisters to lift them out of the vehicle. Every member of the little community of nurses caught the fever, but God's providence showed itself in the fact that not one succumbed, but all recovered to continue the grand work. For fifteen years the Sisters tended their patients in this wooden building on Bolton street, then it in turn was found too small, and in 1861 the corner stone of the present stone building was laid. In 1866 His Lordship Bishop Guiges of Ottawa opened the building, which was equipped with all the, then called, modern conveniences, gas, hot water, furnace, etc. It was well furnished and had a good supply of necessary surgical instruments, but when the Sisters came to make up their expenses they found themselves in debt for $6457.79, with an income of $2076.00. It was then that the Sisters were given permission to ask alms of their friends in Lower Canada, and the response was a generous one. One of their greatest benefactors was M. J. S. Larocque of the Hudson Bay Company, and then a resident of Ottawa. It was after this hospital was opened that an epidemic of small-pox broke out in Ottawa, and caused no end of trouble in Lower Town. Everybody wanted a contagious diseases hospital built, but nobody wanted it in their vicinity. The Grey Nuns with the consent of the Municipal authorities, used the old wooden building standing in their yard as a hospital for smallpox patients. The matter was kept a secret, or was supposed to be a secret, and many patients were cared for there. Six sisters with a couple of domestics, took entire charge of this hospital. During this time the Grey Nuns were reproached with avoiding the care of sufferers from smallpox, and the story being brought to the ears of Rev. Mother Bruyere by those who urged her to tell the secret to the public, that good sister replied: "Let them talk! God sees us; that suffices."

In 1879 St. Anne's hospital was built on the grounds of the old cemetery on Sandy Hill, and here the sisters took charge of all contagious diseases. This hospital was burnt down by the people in the neighborhood, who objected to its intrusion, but the sisters built it up again in brick, and it is still standing on the sandiest part of Sandy Hill. Up to the year 1859, Drs. VanCourtlandt, Lang, Beaubien, and

Robillard, gave their services free to the General Hospital. In the year 1859 a medical staff was appointed, of which Dr. Hamnet Hill was president and consulting physician. Upon the death of Dr. Hamnett Hill, Sir James Grant was appointed to succeed him as president of the staff and consulting physician, which position Sir James holds at the present time. Since the year 1866 the General Hospital has been independent of the Mother House, and under the entire control of a Sister Superior appointed by the Mother General of the Order. In 1893 a training school for lay nurses was opened in connection with the hospital. As a city grows the hospital wards must grow also, so in 1897 Mgr. Duhamel laid the corner stone of the handsome new wing, which was opened on the evening of October 21st, 1898, by the Earl of Aberdeen. With the opening of the new wing a Ladies Auxiliary was formed which has assisted very materially in furnishing the building. The hospital today is one of the best equipped, brightest and most up-to-date in the Dominion.

AGNES SCOTT.

# History of the Protestant Hospital.

**Paper read before the Women's Canadian Historical Society of Ottawa.—October 12th, 1900.**

It is fitting that, this afternoon, we should look into the history of our General Protestant Hospital, for this is its year of jubilee; and the unfolding of the record of fifty years' toil and care for the relief of the sick and untended poor, should surely claim our interest.

We speak of the proverbial thoughtlessness of youth, but the little settlement of Bytown was still in early youth when the thought of the suffering and misery in her midst oppressed her, and from then until the present day, shelter and kindly care have ever been ready for her own afflicted ones, and for the foreigner who sought our shores.

The need of an hospital was impressed upon the citizens of Bytown with fearful distinctness in 1847—the year of the great famine in Ireland,—when the tide of emigration from that country, in its westward drift, left many of the victims of ship-fever stranded at the Rideau Canal locks; and here in the crowded emigrant sheds, hundreds who had fled from famine at home, and had endured the trials and vicissitudes of an Atlantic voyage, and a long overland journey, found nothing for them in our land but disease and death. And the principal signs of activity on the main streets of our town were the funeral carts on their sad procession to the Sandy Hill cemetery, followed by two or three, and often by no mourning friends.

Shortly after this a meeting was held in the old Methodist church on Sparks street, where Parker's Dye Works now stands, and the first steps towards the founding of our hospital were taken. The Bytown Gazette, published on the 16th of Nov., 1850, contains the following:—"County of Carleton General Protestant Hospital.—Notice is hereby given that the undersigned will apply to the Provincial Parliament of Canada at its next session, for an act to incorporate the County of Carleton General Protestant Hospital. Dated at Bytown this 16th day of November, 1850. John McKinnon, W. H. Thompson, Wm. F. Powell, Edward Armstrong, Archibald Foster, Richard Stethem, George Patterson, Thos. Hunton, Wm. Hunton, A. Yielding, R. Hervey, James McCracken, J. McNider, James Fraser, Isaac Smith, Alexander Workman, John Thompson, G. B. Lyon, and Roderick Ross."

And on the 2nd of August, 1851, an act to incorporate the County of Carleton General Protestant Hospital was passed, the first clause reading as follows:—"Whereas, John McKinnon, George Patterson,

William Stewart, Hamnet Hill, Archibald Foster, Roderick Ross, Robert Hervey, the younger, James McCracken, Sen., Francis Abbott, Thomas Langrell, Thos. Hunton, Richard Stethem, Geo. B. Lyon, Wm. H. Thompson, Hon. Thomas McKay, John Thompson, Edward Malloch, James Peacock, George Hay, Alexander Grant, William Porter, Henry McCormick, John Forgie, Edward Armstrong, James Rochester, Carter A. Burpee, Edward Sherwood, Dawson Kerr, Thos. G. Burns and others, inhabitants of the County of Carleton, have, by their petition to the Legislature, represented that from their position they are constantly called upon to supply the necessities, and relieve the condition, of sick and destitute emigrants and other transient persons; and that with the assistance of other charitably disposed Protestants in the said County, they have raised funds and erected an hospital on land granted to them by the principal officers of Her Majesty's Ordinance, and made other provision for the support of the said hospital, and have prayed that they and their successors in office, with the officers hereinafter mentioned, may be incorporated as trustees of the C. C. G. P. Hospital; and whereas it is expedient that the prayer of the said petitioners should be granted: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and with the consent of the Legislative Council and of the Legislative Assembly of the Province of Ontario,—That the aforesaid petitioners and their successors, being Protestants, shall be a body corporate by the name of Trustees of the C.C.G.P. Hospital, and as such shall have perpetual succession and a common seal, and have and hold all such land as is now attached to or appropriated to the purposes of the said hospital, and shall and may be capable of receiving and taking from Her Majesty or from any other person or persons, or any body corporate or politic, by grant or otherwise, any lands or interest in lands, or any goods, chattels, moneys or effects, which Her Majesty or any such person or persons, body corporate or politic, as may be desirous of granting or conveying to them or to their successors in office, for the use and support of the said hospital, or the endowment thereof, provided always, that the annual revenue of the said hospital shall not exceed the sum of Three Thousand Pounds in any one year. (Then follow eight other clauses too lengthy to read). This Act was amended in 1872, and further in the years '74, '76, '85.

Application for a lease of the lots on which the Contagious Hospital now stands, had already been made to the Government Office of Ordnance, and on the 13th day of April, 1850, the following letter was received:—"The Committee appointed for the erected of a Protestant

Hospital, Bytown—Gentlemen, We beg to acknowledge the receipt of your application, dated the 12th instant, to least lots 44, 45, 46, 47, 48, on the north side of Rideau Street, for the purpose of erecting a Protestant Hospital, and in reply have to acquaint you that we have this day forwarded your application to the Headquarters Board of Respective Officers in Montreal, with our recommendation that the same be favourably considered. I have the honour to be, gentlemen, your most obedient and humble servant, R. Monsell, Ordnance Storekeeper."

A favourable answer to the application was soon received and in September, 1850, the corner stone was laid, and the building was formally opened in May of the following year.

The Institution was governed by two distinct bodies—the trustees, in whom was vested the management of all lands and other properties belonging to the hospital,—and the directors, who undertook the oversight of its internal affairs.

In 1872 these two bodies were merged in one, under the title of Board of Directors. At the first meeting of trustees there were present,—John McKinnon, Edward Malloch, Archibald Foster, George Patterson, James Peacock, William Porter, Henry McCormack, Z. Wilson, Roderick Ross, W. H. Thompson, G. B. Lyon, William Stewart, John Forgie, Richard Stethem, Thos. Langrell, Edward Armstrong, C. A. Burpee, and Thos. Hunton.

It was moved by Mr. Malloch, and seconded by Mr. Peacock, that John McKinnon be now elected Chairman of the Board of Trustees.—Carried.

Moved by Mr. Foster, seconded by Mr. Stethem, that W. H. Thompson be elected Vice-Chairman; Roderick Ross, Secretary, and Alexander Workman, Treasurer to the Board of Trustees.—Carried.

It was moved by Mr. Patterson, and seconded by Mr. Foster, that G. B. Lyon be appointed legal advisor to the Board of Trustees.—Carried.

Moved by Mr. Malloch, seconded by Mr. Wilson, that G. B. Lyon, the President, and the Secretary, be appointed a committee to draft a petition to the Board of Ordnance, England, praying for a grant by deed, (instead of by lease as at present held) of the hospital lots.

Considerable correspondence with the Home Government appears to have been necessary, before this was granted, and in 1854, Mr. Lyon was instructed to take a copy of the petition to Quebec, when returning to his Parliamentary duties, and there present it to His Excellency the Governor General, for his approval. In 1855, a letter was received from the Ordnance office, saying to the Trustees of the C.C.G.P.

Hospital,—"Gentlemen, I am instructed to inform you that no further rent is to be demanded for the lots occupied by the Protestant Hospital, Bytown; and that a deed in freehold may issue to the proper parties legally qualified to hold the same,—J. Wood, Sec. Office of Ordnance, Montreal."

About this time some bequests which greatly aided the Trustees were received,—some of them bequests of land in Goulbourne and other townships; and the minute that recorded the bequests and the gratitude of the Trustees,was invariably followed by one recommending that one or two members of the Board be sent to ascertain the value of the lands bequeathed.

In 1866, Mr. McKinnon, who had been Chairman of the Trustees since its formation, died suddenly, and a special meeting was called, with Mr. Thompson, Vice-Chairman, in the chair.

It was moved by Dr. Hill, seconded by Mr. George Hay,—That whereas the sudden death of the late John McKinnon, Esq., has deprived this Board of a gentleman who, from the inception and opening of this valuable institution, in the year 1850, up to the date of his death, (a period of 16 years), had well, truly and worthily filled the office now declared vacant. The Board of Trustees takes the earliest opportunity of placing on record its appreciation of his many valuable services, and unceasing exertion in advancing the interests and welfare of the institution; and it joins most sincerely in the regret experienced by a large circle of acquaintances at the unexpected removal of the deceased gentleman.

It was moved by Henry McCormack, seconded by Thos. Langrell, that William Thompson Esq., be appointed Chairman of the Board, and that George Hay be elected Vice-Chairman in his stead. And these officers remained almost unchanged until 1871, when the following notice appeared in the Free Press,—"A meeting of the Trustees of the C.C.G.P. Hospital will take place in the Director's room, on Tuesday, the fifth day of December next, at three o'clock, to take into consideration the proposed amendment to the Act of Incorporation. All Trustees are requested to attend. Signed,—Alexanded Workman, James Peacock, Thos. Hunton, H. McCormick, George Hay, James Rochester, and Thos. Langrell."

The first clause o fthe Act read as follows,—"Whereas the Trustees and Directors of the C.C.G.P. Hospital, have by their petition represented that grave inconvenience has resulted from the existence of two distinct governing bodies, in connection with the said Hospital; and have prayed that the Act passed in the session held in the fourteenth

and fifteenth years of the reign of Her Majesty, Queen Victoria, and chaptered thirty-three, incorporating the said Hospital, may be amended, and it is expedient to grant the prayer of this petition: Therefore, Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows,— From and after the passing of the Act, all the property, real and personal, pertaining to the C.C.G.P. Hospital and in any way belonging thereto, shall vest in and be held by the Directors of the said Hospital for the time being, for the use and benefit of the said Hospital, and all the rights, powers, privileges, and duties conferred on and assigned to the Trustees of the said Hospital, are transferred to and vested in the Directors for the time being." And from this time the Hospital was governed by the Board of Directors.

While the Trustees were giving earnest thought to the outward affa'rs of he Hospital in its infant years, and were corresponding with the Home Government, and seeking grants from the County and Townships, the Directors were learning from experience,—that hard but thorough teacher, that eternal vigilance is the price of a well kept institution. The building was small and the expenses low, as compared with our day, but the same thought and care was necessary to make both ends meet.

Mr. Robert Clayton was the first Steward,and gave faithful service to the Directors until 1859, the year of his death. Out of respect to his memory, and long and faithful service, the Directors voted a grant of twenty-five pounds currency to the widow, who had discharged the duties of matron during the lifetime of her husband.

Mr. and Mrs. Chas. Hill were next appointed. Trained nurses were unknown at this time, and no requirements as to education, or training were demanded. The recommendation invariably was, that a "stout, able-bodied girl" be engaged to help with the work and nursing. Some of the minutes remind us that we are reading of primitive times, such as the following—"The President was authorized to purchase hereafter, soap by the box at wholesale price, also pale seal oil, and that no candles be allowed in future for the Hospital at its expense, and further, the President was requested to purchase twelve glass and tin lamps suitable to burn oil, with the necessary cotton wick."

The consulting physicians in the earliest years were Dr. Hamnet Hill, Dr. VanCourtlandt, Dr. Sewell, and the attending physicians, Dr. Grant, Dr. Garvey, Dr. Peter Henderson, and Dr. Clark.

In 1860 seventy-five patients were reported as being treated, and

the sum of £410 17s. 6d. was expended, being £68 15s. 9d. of an increase beyond that of 1859.

In this year we have the first mention of the Ladies' Visiting Committee, and judging from the following entry, they made their influence to be felt,—The President read a communication from Mrs. Cox, secretary to the Ladies' Visiting Committee, recommending the appointment of a stout, able-bodied woman, and acquainting the Board that unless such appointment took place within two months, the ladies would cease visiting. It is gratifying to learn that at that same meeting it was decided to engage an additional servant. The ladies of Bytown had from the very first shown their interest in the Institution, and the first bazaar ever given in our city was that given in 1850, the year of the erection of the Hospital, when a large sum was realized and devoted to the furnishing of the building. At the annual meeting this year the resignation of Mr. and Mrs. Hill was accepted, and Mr. and Mrs. Daniels were chosen out of ninety applicants to fill their positions; and in this year the out-door department is first mentioned.

In the Report the Directors express their sorrow at the death of His Royal Highness, the Prince Consort, and deeply sympathize with their beloved Sovereign at the sore bereavement with which it has pleased Providence to visit her. And the Directors recommend that,—In view of the prospect of war, in the event of the services of the volunteers and others of the militia force being actively required in defence of the country, the sick and wounded may be received into the hospital; and for this patriotic purpose its doors may be opened to all who may need assistance. The officers for this year were Judge Armstrong, Pres.; Geo. Hay, Vice-Pres.; Alexander Workman, Treas:; and Roderick Ross, Secretary.

In the following year the Hospital suffered a severe loss, by the death of Dr. Peter Henderson, who has been one of the first members of the Medical Board. A resolution of sympthy with his aged father was passed; and another extract from the minutes records a resolution of sympathy sent to Mrs. McKay of Rideau Hall, on the death of her son, at one time a Vice-President of the Hospital.

At the Annual Meeting in 1864 a special appeal was made to the public in view of the fact that the seat of Government was shortly to be moved to Ottawa, and a large increase in her population might be anticipated. This it was felt, would call for increased exertion and more general liberality.

In 1866 the first mention of a separate department for contagious diseases was made. It was felt that the risk of infection was great,

and at the Annual Meeting it was decided to appeal to the public for means to build an addition. At this meeting the Directors deplore the loss of the eldest consulting physician, Dr. Sewell, who at all times, when called upon, gave his attendance gratuitously to soothe, alleviate and comfort the distress of the patient. His death left an opening for a new appointment, and Dr. McGillivray and Dr. McHenrie were added to the staff. In the following year a building apart from the main structure was fitted up and made available for the accommodation of those suffering from contagious diseases.

In 1869 the first interest taken in the Hospital by the civic authorities was shown by the presence of Mayor Friel in the chair at the Annual Meeting. And in the following year the Directors had the pleasure of receiving the first grant from the corporation of the city of Ottawa. This year brought other changes, for the Secretary, Roderick Ross, who had devoted his energies and time to the Hospital since its birth, left the city, and the position of Secretary was filled by Mr. George May. The steward, Mr. Daniels, resigned and Mr. Sadler and his wife took the oversight of the institution, and the names of Drs. Sweetland, Leggo and Codd were added to the list of attending physicians.

The continued growth of the city and the great prevalence of disease, proved to the public as well as to the Directors that some steps must be taken towards enlarging the Hospital. In 1861 one hundred and sixty patients were treated, and a glance at the list and their places of residence shows that the institution was of great benefit to a very large extent of country, lying midway between Kingston and Montreal; and in this one year alone, among the patients, were natives of England, Ireland, Scotland, Jersey, Germany, Sweden, Norway, India and Malta, showing us that the flotsam and jetsam of many lands were cast upon our shores.

At the Annual Meeting it was moved by the Hon. Malcolm Cameron, seconded by Mr. J. Wilson,—That a public meeting be called at the City Hall to take steps for a thorough canvass of the city and neighbouring counties, in order to secure subscriptions. The public meeting was held in the City Hall, on the 19th of March, 1872, with His Honour Judge Armstrong in the chair. It was moved by the Hon. Malcolm Cameron, seconded by Dr. Sweetland, That it was necessary to take immediate steps to raise funds, to enable the Directors to erect a building adequate to the requirements of th city of Ottawa and the surrounding districts. And it was moved by the Rev. D. M. Gordon, seconded by Dr. Hill and Mr. H. V. Noel, that the fol-

lowing gentlemen, viz,—J. M. Currier, M.P., Alonzo Wright, M.P., E. B. Eddy, M.P., Hon. Malcolm Cameron, A. Gilmour, H. F. Bronson, E. McGillivray, P. Thompson, R. S. Cassells, James McLaren, McPherson Lemoine, J. Mather, John A. Cameron, John Rochester, Dr. McLauchlin, N. Sparks, T. C. Keefer, T. McKay, J. R. Booth, W. C. Perley, and A. H. Baldwin, together with the Wardens of the Counties of Carleton, Russell, Prescott, Renfrew, Lanark, Pontiac and Ottawa, be a committee for the purpose of aiding the Directors to raise subscriptions to carry out the intention of the meeting. Then followed busy days for the Directors, soliciting subscriptions, and receiving tenders for the new building, while keeping a careful eye on the management of the old. An extract from the report of 1872, while recording the great fidelity of the Board, adds,—We trust it will not be deemed out of place to single out, even one of our own Board in the work, but we can hardly refrain from naming Mr. J. P. Featherstone as being one of the most zealous in increasing our subscriptions.

Just at this time occurs an important change,—the first appearance of a trained nurse, in the minute book at least. No more entries calling for the appointment of a stout, able-bodied girl appear, but we read that a young lady,—a trained nurse, had been added to the Staff of the Hospital. The name of Dr. McDougall was added to the list of attending physicians, and Mr. Cousens was appointed Secretary in the place of Mr. Geo. May, resigned. Mr. Cousens held that position until his death—a period of thirteen years.

The Building Committee for the new Hospital consisted of the following gentlemen,—H. V. Noel, Judge Armstrong, J. P. Featherstone, J. Durie, Wm. Pennock, T. E. Bramley, and Robert Blackburn. Mr. Surtees' plans were accepted, and the work was immediately begun, and on Friday the 16th May, 1873, the corner-stone was laid by His Excellency the Governor General, assisted by the Grand Lodge of Free Masons. And at the annual meeting it was reported that the mason work was finished and roofed in, and that the building would be ready for the plasterers in a few weeks.

The President, Judge Armstrong, was not destined to see the completion of the new building in which he was so much interested, for at the Board meeting on October 7th, it was moved by Mr. Durie, seconded by Mr. Pennock,—That the Directors of the C.C.G.P. Hospital have deeply to regret the loss of their President, Christopher Armstrong, Esq., Judge of the County of Carleton, who in the all-wise providence of God, since their last meeting, had been removed from them by death. That the Directors are fully sensible of the valuable

services rendered by him as President of this Institution, during the extended period of fourteen years; and by those especially who have been associated with him in the management of the Hospital for that long period, his kind and gentlemanly demeanor as presiding officer will not soon be forgotten. Mr. George Hay was elected President in his stead, and for twenty long years held this position, and gave to the Institution much of his time and thought.

On the completion of the building a grand promenade Concert was given to increase the funds, and in 1875 the building was formally opened, and the old building became the hospital for contagious diseases. And with ample accommodation and a new and thorough equipment, the Hospital entered upon another twenty-five years work.

MARY MASSON.

# The Old Cities of Our Dead.

**Paper read before the Women's Canadian Historical Society of Ottawa.—December 11th, 1900.**

A peculiar and pathetic interest, attaches in all lands, to the last resting place of our loved ones. Therefore this attempt to call up the memories of our own long-discarded burial places, pointing out their location, the date of their opening etc., with a few incidental remarks called for, by way of elucidation.

First then let it be said, as it will readily be imagined, that the early settlers, say from 1820 to 1827, had no stated place for the burial of their dear ones. Each family (and they were few up to 1827) selected a place of burial, on their own property, or near to their log cabin, marking the spot by a post and rude fence, whereby to keep in mind the sacred ground whereon no foot should be hereafter permitted to tread.

As to Bytown, this method of burial was a necessity until the arrival of the first considerable number of settlers in 1827, when work on the Rideau Canal, after being surveyed the year previous, was commenced. Then came the Sappers and Miners, an artisan class of the British army, to superintend the work and to build the necessary bridges, their master-piece in this section being the "Sappers' Bridge" over the waterway they were to open up between Kingston and the hamlet of Bytown.

Thus the necessity, by the increase of population, of a public burial place. And here, it need scarcely be stated, arose a difficulty. The whole site of the future capital was a forest, and the title to the lands not that of "fee simple," or well defined areas. A spot convenient to the public works then going on was deemed essential, and for this reason, doubtless, the selection of the land lying between Sparks and Albert streets was selected, the east and west being bounded by Elgin and Metcalfe streets. The land had been surveyed and markd out by the use of a compass—there being no scientific surveying then done in this section—a fence erected, and such a fence!—cedar posts pointed at the top and about eight feet high, set closely together in stockade style, as if to be a refuge for the living in case of Indian attack, as well as to mark the bounds of the hallowed ground. Here was Bytown's first cemetery, the graves being dug promiscuously at first among the trees, but afterwards with some degree of order, as government under Colonel By brought order out of chaos.

The property here spoken of shortly after fell into the hands of the late Nicholas Sparks, being a portion of the first hundred acres purchased by that gentleman, from John Burrows, one of the Commissariat officers to whom it had been donated by the Crown. Mr. Sparks claimed compensation for the area enclosed, the Crown being sued, but the matter was amicably settled.

The use of this cemetery, exclusively, continued until early in the forties, when a second burial place was laid out—this time on Rideau street, south, near to Chapel, on the Besserer property. But it was somewhat of a select property for certain families, and never extensively used.

Then followed a union of the different religious bodies to secure for the town a permanent home for the dead, all the leading bodies petitioning for the use of the land lying between Cobourg and Wurtemburg streets, to the rear of the Protestant Hospital. On this common a sub-division had been agreed upon—the Roman Catholic fronting on Cobourg, the Methodist adjoining, then the Presbyterian and the Anglican towards Wurtemburg street. The Government of the day granted the request, recognizing the seeming propriety of the proceeding, and thereafter, from 1846, the Sandy Hill cemetery became the abode of the departed of Bytown generally.

The wisdom of the step taken became soon apparent. In 1847, as is generally known, a large immigration to Bytown, from Ireland in particular, took place. Ship fever broke out on the way up from Quebec, and when the barges containing the immigrants for this section arrived at the foot of the locks many were down with the disease. The barges were "locked up" to the "basin," and here on the ground now devoted to railroading, sheds and tents were erected for the care of the suffering, there being no preparation previously made for such a contingency. Many were the deaths, among them Rev. Wm. Durie, who caught the fever while ministering to the suffering and the dying in that terribly memorable season. Then it was that the Sandy Hill cemetery received its first considerable addition to its silent occupants, and from that date until the opening, in 1872, of "Beechwood," it continued to be made the chief city of our dead.

One or two particulars may be here worthy of mention. In the Presbyterian section, the late Hon. Thos. McKay built a vault, wherein several members of his own family—for most of them died young—were laid. This vault was removed, stone by stone, when Beechwood was opened, the vault being erected just outside the bounds of the

then cemetery grounds. The cemetery has been now extended and the McKay vault taken in.

Another fact and this hasty paper must be brought to a close. At present the visitor to the old neglected cemetery can see, after a lapse of fifty-three years, the sad evidences of the ravages of the fever. Row after row of graves may be traced, where close together lie the victims of the scourge. Relatives resident have, for the most part removed the dust of their dear ones, but there has been none to disturb the remains of the immigrant. But what matter—the sleep is the same to one as the other.

Regarding the present neglected state of the Sandy Hill cemetery —it is by reason of the fact that the city has no authority to take possession of the ground until special legislation takes place, and no one has yet taken action in that regard. A certain vested right remains with the representatives of the different churches formerly having right to the land, and until agreement is reached, and law passed, no improvement is likely to take place in the present unsightly appearance of the field where many Ottawa families still look with fond and affectionate memories.

K. .W.

# History of the Village of Aylmer, Que.

**Paper read before the Women's Canadian Historical Society of Ottawa.—December 12th, 1902.**

As is well known, and has been previously stated, the village of Hull was founded by Philomen Wright, Esq., the intrepid leader of a colony of New Englanders, who, attracted by the glorious water power of the Chaudiere Falls, built a mill and began lumbering in the early years of the last century. This large tract of country in the Province of Quebec, legally known as the district of Montreal, now embraces the County of Ottawa and Township of Hull, erected on the 3rd of January, 1806. The first grants of land were made to Philomen Wright, Luther Colton, Edward Chamberlain, James McConnell, Harvey Parker, Isaac Rennie, Philomen Wright, Jr., Tiberius Wright, Daniel Wyman and E. Chamberlain.

Squire Wright soon invited his young relative, Charles Symmes, of Symmes Corners, near Boston, to come and keep his books for him, and two years later, Mr. Symmes settled on a point on the shores of an expansion of the Ottawa river, eight miles west from the village of Hull. Here in the trackless forest, with bears and Indians for his neighbours, Mr. Symmes made his home and built a large stone hotel, dwelling houses and stores, which was known as Symmes Landing; other settlers having soon followed, the bush was cleared, roads made, and a flourishing village began to spring up half a mile from the Landing, and at first was called the Turnpike, but soon received the name of Aylmer, in honour of Sir Matthew, afterwards Lord Aylmer, the prominent British statesman, who was Governor of Canada in 1834. His Lordship was of the same family as the late Lord Melbourn, and his descendants at the present day reside in Sherbrooke in the Eastern Townships. Lord Aylmer is said to have paid the village a short visit.

In 1830, owing to the increase of business, Mr. Symmes sent for his nephew, Mr. Charles Carey Symmes, who lived in the village twenty-four years and succeeded to his uncle's business, and died of cholera at Three Rivers, P.Q., in 1854, while away on a business trip. His widow opened a young ladies' school at the old homestead, "Cherry Cottage," and now lies buried with her daughter and two sons in the old cemetery a few miles from Aylmer, on the road to Ottawa. Another son, who was adopted by an uncle and aunt, named Clark, is now known as Dr. Clark, the originator of the Christian Endeavour Society. Having now traced the leading features of the

Symmes family, the founders of Aylmer, we must return to the growth and progress of the village.

The first dwelling in the place, was a log cabin, sixteen by twenty-four feet, not unlike a shanty; both builder and occupants are now unknown. The first regular house seems uncertain, it is said to be a white cottage facing the public square, built between 1812 and 1820, and once occupied by Mr. Olmstead, who owned the land upon which Aylmer now stands; others say that this cottage was built by Mr. Symmes, and another authority states this to have been the second house; the first being built by a blacksmith named John Watt. Before the days of the lumbering industry, the Hudson Bay Company carried all their supplies by portage from Bedard's Landing near the present Alexandra Bridge at Ottawa, to what is now Aylmer, and from there to their posts up the river, and it was this traffic which suggested to Mr. Symmes the idea of building an hotel and settling in such a desolate spot, and also gave the first impetus to the village, which soon became quite an important place, and a formidable rival of both Hull and Bytown; today no one would think of comparing it with these places, but the inhabitants of the lakeside village have every reason to be proud of the situation and natural beauty of Aylmer which has been said to resemble a miniature Naples, without the threatening Vesuvius in its vicinity. Railways being unknown, communication was carried on with Bytown by means of a stage, which brought both mail and passengers. The first steamer was launched October 29th, 1832, and was called "The Lady Colborne" in honour of the wife of Sir John Colborne, the Governor General. The iron steamboat was launched April 27th, 1846; these boats ran from Aylmer to the Chats and thus opened up the traffic with the Upper Ottawa. In 1836 the Roman Catholic Missionaries, who visited the place, decided to build a stone Church, instead of the wooden chapels usual in villages at that time. It has been claimed that a wooden chapel had been built previous to this date, by Father Brunet, but no trace of it has ever been discovered. The first important missionary work began in 1838, and we find letters and reports in the Archives of the Archbishopric of Montreal, from Fathers Brady and Bourassa to Bishop Bourget, coadjutor of Montreal, which throw a great deal of light on the early days of this part of our country. Father Brady tells the Bishop, in one of these letters, that he has visited Bytown and Aylmer, has persuaded the people of the latter place, to build a stone Church, and then travelled inland to a small settlement called Chelsea, where the poor Irish were delighted to see him and to receive instruct-

ion in their own language. Father Brady begs permission from the Bishop to visit, from time to time, these lonely and distant places, and to procure resident priests for them, as soon as their chapels are built; a petition was then signed, and sent from Aylmer to the Bishop of Montreal, praying to be allowed to build a Church. Father Phelan, parish priest of Bytown, and later Bishop of Kingston, was sent over to make all suitable arrangements, and to convey the grant of a piece of land from Mr. Charles Symmes to Father Brady and the four Church trustees, James Smith, Peter Aylen, Agapit Lesperance and Joseph Belle; this document is dated July 5th, 1838. The first resident priest in Aylmer was Father Desautels from 1840 to 1848, and this Church called St. Paul's, is the present Roman Catholic Church of Aylmer. The first Anglican Missionary was the Rev. John Brock C. Johnston, who was born in "Little York" now Toronto, in the historic year 1812. Mr. Johnston and Bishop Bond, of Montreal, whose life long friendship was only severed by the death of the former, started out as young Missionaries at the same time. Mr. Johnston's first parish was that of Chaleurs, from whence he came up to the township of March, on the Ontario side of the Ottawa river, and in 1842, took charge of the combined parishes of Hull and Aylmer, living in the latter place, where he built the present Church, Christ Church, to which Mr. Egan not only subscribed, but presented the bell. Upon the division of the parishes in 1865, Mr. (afterwards Canon) Johnston, was appointed to Hull, and was for many years Chaplain of the Senate at Ottawa, and Rector of Hull, where he died, full of years and honours, in 1883, beloved and respected by all who knew him. Mr. Johnston was succeeded in Aylmer by the Rev. Francis Codd, who was followed by the Rev. Percy Smith, Mr. Robinson, Mr. Cunningham, Mr. Almon from Nova Scotia, and Mr. Judge, which brings us down to the present time, and the Rev. Mr. Taylor. During Mr. Robinson's time, the Church was completely renovated and enlarged by the addition of a chancel, with a basement to serve as a chapel. Among the old residents of Aylmer were the Egans, Churchs, Conroys, Ritchies, Holts, Youngs, Blackburns, Klocks, Chamberlains, Kenneys, Harveys, Parkers, Boltons, McCords, Forans, Aylens, Prentiss, Normans and Fenwicks. Mr. John Egan, who has been described as a most handsome and genial Irish gentleman, was the pioneer lumberman of the Upper Ottawa, where he carried on a very extensive and successful business, as did also his son-in-law, the late Mr. Thistle, at a more recent period. Mr. Egan was M.P. for the County of Ottawa before Confederation, and selecting a bride from Bytown, built a beautiful residence in Aylmer,

where Mr. and Mrs. Egan became noted for their hospitality, and had the honour of entertaining Lord Elgin, the Governor General, on several occasions. The home of the Egans may still be seen in Aylmer, though none of the family now reside there; the house has been purchased and is occupied by Mr. William Conroy, son of the late Robert Conroy, who came to Aylmer in 1832, was partially engaged in the lumber business and built a mansion in the Main street, which, with its conservatory and lovely lawn, is one of the chief ornaments of the village.

Including the present, four generations of the Church family have lived in Aylmer, and these generations have produced no less than eight doctors, but Dr. Ruggles Church having given up medicine for law, became Attorney General for the Province of Quebec, and died a Judge of one of the Superior Courts in Montreal.

Almost from infancy, Aylmer had been the County town, and it was a dreadful blow when, about eight years ago, this honour was transferred to the populous and progressive city of Hull. There can be no doubt this move was for the general good, but the loss to the Aylmerites was a great one, both from a social and business point of view. The Judges from Aylmer have been Judges Day, Lafontaine, McDougall, Bourgeois, Wurtele, and Malhiot. Mr. Larue was a well known notary, and Sheriff Coutlee, who died four years ago, the first sheriff of the County.

The first Court House being burnt, the present one was built on the same spot; it was commenced in May, 1851, and the first Court held therein, May 21st, 1852. The Provincial Government has now given the Court House to the village, and it is used as a sort of Town Hall or Council Chamber.

The stage above mentioned, as running between Aylmer and Bytown, gave place years ago, to a short line of railroad, and it, in its turn, to the electric cars or trams, which were chiefly promoted by the Messrs. Conroy, and are managed by the Hull Electric Company. How surprised some of the first inhabitants would be, could they see the car, as it dashes up Main street, past the handsome Post Office, in sight of the stately convent, and rounding a few short curves, speeds on into the fresh green country, with a pause at Hotel Victoria, and then on to the Park, with its "Mystic Moorish Maze," long pier and wonderful chute, all twinkling with myriads of electric lights, which reminds one of "A Midsummer Night's Dream" or a scene from the Arabian Nights, though even the vivid imagination of Sheherazade failed to depict the triumphs of electricity at the present day. For

more than twenty years Aylmer has been quite a popular summer resort, many people taking cottages or boarding at the various hotels, and spending as much time as possible on the water, but the lake, which looks so fair, is uncertain and treacherous, subject to most violent winds, which sweeping down upon it, with but little warning, has made it the scene of some awful tragedies, and many a bright young life has been quenched in is cruel depths.

Though not the birth place, Aylmer was for a few years the home of little Emma Lajeunesse, now the famous cantatrice Madame Albani; her father was a music teacher, who often took his little daughter with him to the Aylmer houses at which he gave lessons. Albani is justly the pride of he whole Canadian people, and particularly of the French-Canadian portion of it, whose daughter and descendant she is.

As nearly all the papers and archives connected with Aylmer were burnt at Hull in the great fire of 1900, this paper has been a somewhat difficult task, and rather resembles a piece of patch work. For a good deal of information, I am indebted to Miss Prentiss, who has been for many years, and still is, a resident of Aylmer, and I have to thank Madame Pigeon for those items relating to the Roman Catholic Church and Missionaries.

EVA G. READ.

# Reminiscences

## OF A VISIT OF HIS EXCELLENCY, THE GOVERNOR GENERAL, THE EARL OF ELGIN AND KINCARDINE, TO BYTOWN AND AYLMER IN JULY, 1853. HE WAS THE LAST GOVERNOR GENERAL TO VISIT "BYTOWN," AS THE NAME WAS CHANGED TO "OTTAWA" IN 1854.

**Paper read before the Women's Canadian Historical Society of Ottawa.—November 4th, 1901.**

His Excellency, Lord Elgin, left Quebec by steamer on Tuesday, the 15th of July, 1853, and arrived at Montreal on Wednesday morning, about 6 a.m. Nothwithstanding the early hour, a considerable concourse of spectators were present on the arrival of the steamer. General Rowan and staff attended—the troops under his command were drawn up, and His Excellency was received with the honors customary on such occasions.

His Excellency and party proceeded to the Lachine Railway Station and left at the usual hour, by the regular passenger train, on their proposed tour by the Ottawa River. At Lachine they embarked on the Steamer "Lady Simpson" for Carillon, (where a carriage and four horses, which had been sent to Carillon from Bytown the day previous), awaited the arrival of the distinguished guests, to convey them over the rough road between Carillon and Grenville, a distance of about 12 miles. In those days passengers from the steamer were conveyed over this road in rather rough and uncomfortable stages; a few years later the places were connected by railway. The steamer "Phoenix" was waiting at the wharf at Grenville. His Excellency went aboard about 3 p.m., and the steamer proceeded up the river, arriving at Ottawa about 8 p.m. At Grenville an address of welcome was presented to His Excellency by a deputation from Grenville, Lochaber and Buckingham, consisting of Col. McLean, Mayor Dole, T. Starrs, and other gentlemen.

At Bytown, from 6 p.m., thousands of people lined the wharves and the high banks overlooking the Ottawa River, in expectation of the arrival of the Governor General and party. At half-past eight the long-looked for visitors arrived. The steamer was crowded from stem to stern, a band of music was on board—the National Anthem was played as the steamer was coming in. Highland pipes were also on board and set up their shrill notes, amidst cheering and firing. On the high cape above the river the Artillery fired a salute of 21 guns. The salute

was fired from one piece and was very creditably performed. The steamer "Otter," which had gone down the river, crowded with people, to meet the "Phoenix," arrived a few minutes later, amidst music and cheering. His Excellency and suite disembarked from the steamer and took their seats in the carriages prepard for them, and were driven to Rideau Hall, the beautiful residence of the Hon. Thos. McKay, who entertained his distinguished guests hospitably and sumptuously during their short visit to Bytown.

At one o'clock on Tuesday morning a large procession formed on Sussex street and received His Excellency at the Rideau Bridge, on the road leading to the Hon. Thos. McKay's residence. The procession, headed by a band of music, paraded through Lower Town to Barrack Hill, or Parliament Hill as it is now called. Lord Elgin rode with the Hon. Thos. McKay, and was heartily cheered, as the procession passed through the streets. A bower had been erected on the Hill, on a spot which commanded one of the finest views on this continent. Here the address from the inhabitants of the Town was presented by J. B. Turgeon, Mayor. The reply was followed by loud and continued cheering. The same address was read in French language. The proceedings over, the procession again formed and passed through the principal streets of Upper Town, and then proceeded to the Art Exhibition, held under the auspices of the Mechanic's Institute and Athanium, the oldest literary Institute in the town, His Excellency having kindly consented to open the Exhibition. This Institution was organized in the month of March, 1853. The Committee of Management consisted of Dr. Hill, President of the Institute; Dr. VanCourtlandt presided over the Fine Arts department; G. Heron, Esq., Manufactures; E. Dufton, Esq., Mechanical; Natural History, Dr. Sewell; Geology, Elkanah Billings, Esq., a member of the Billings family, whose father settled in Gloucester, in the year 1813. Elkanah Billings later removed to Montreal, where he acquired a reputation in matters connected with the science of geology, that has made his name famous throughout the Dominion of Canada.

An address was read by the President, Dr. Hill. His Excellency complimented the management on the very interesting and creditable display made at the Exhibition, which, he said, would compare favorably with similar events in larger cities.

His Excellency was accompanied by Col. Irvine, Provincial A.D.C., Col. Bruce, Military Secretary and principal A.D.C., Capt. Hamilton, A.D.C., Capt. Grant, A.D.C., Mrs. Bruce, who was married to a brother of Lord Elgin, Colonel in the Grenadier Guards and A.D.C.

to His Excellency, Mr. and Mrs. Lemessuier, Mr. and Miss Lemoine, Miss Fisher, Mr. Allan Gilmour, John Egan, M.P.P. One of the ladies of the party stated she had attended an Exhibition at Quebec that had taken several months to prepare, and this one far exceeded it. Only ten days elapsed from the time of the first proposal to hold an Art Exhibition, until the opening ceremonies by His Excellency. To Dr. VanCourtlandt was due the credit of organizing the Exhibition.

His Excellency then proceeded to Doran's Hotel, now the "Cecil", where a Levée was held. Among those presented were the Right Rev. Dr. Guiges, the first Roman Catholic Bishop of Bytown, the clergy connected with the different churches, military men and citizens generally. His Excellency then visited Christ Church, the Roman Catholic Cathedral and Convent, and would have visited the Protestant Hospital, but owing to some misunderstanding did not do so. His Excellency and suite then returned to Rideau Hall—a spacious tent was erected, where about 50 ladies and gentlemen sat to a sumptuous repast, and, soon after, His Excellency and party started for Aylmer.

According to arrangement, the Governor General and suite were to dine with Mr. John Egan, M.P.P., at his handsome residence in Aylmer, and remain as his guest till Friday morning.

At the Union Bridge, connecting the Town of Bytown with Hull, His Excellency was received by a numerous calvacade on horseback, and in carriages, from the Town of Aylmer, and the surrounding districts, who escorted him to Aylmer.

At the Union Bridge, Lord Elgin witnessed the descent of three gaily decorated cribs of timber, through the slides, built at the Chaudière Falls, which is very exciting and somewhat dangerous to those in charge.

On reaching the Town of Aylmer, an address was presented and read by Mr. John Egan, M.P.P., and Mayor of the municipality; His Excellency and suite then repaired to the residence of Mr. Egan. While His Excellency and party and the guests invited to meet them, were partaking of Mr. and Mrs. Egan's hospitality to dinner, other guests, who had been invited to the ball, given in honor of their distinguished guest, passed the time previous to the opening of the ball, admiring the exquisite taste displayed in the decorations of the ballroom, and the fairy scene presented by the artistic illumination of the beautiful grounds surrounding the house. Dancing commenced about ten o'clock. His Excellency and party who accompanied him took part in the dancing.

Quite a number of Mr. Egan's family reside in Ottawa. The old

homestead, the scene of the festivities just described, is yet in existence.

His Excellency honored the writer of this sketch by inviting her to dance with him during the evening. The fete was long remembered by those who participated in the amusements. A very good display of fireworks added much to the enjoyment of the evening.

Friday morning, at half-past six, His Excellency and suite, and a large party invited to accompany him, embarked on board the Steamer "Emerald" for the Chats Rapids and Portage du Fort. At the Quyon, the passengers disembarked and taking the horse cars, a distance of 3 miles, passed to the Steamer "Oregon," at the upper end of the Portage or Chats Lake. The Oregon crossed the river to Arnprior, at the mouth of the Madawaska River. At this place Mr. Daniel McLachlin, M.P. for Bytown, had a tent erected, decorated with flags and evergreens. A large number of the inhabitants of the surrounding country assembled to welcome His Excellency. Mr. McLachlin and several gentlemen met the boat and after a short delay at Arnprior wharf, the boat started for Sand Point. Mr. McLachlin's name is not forgotten in Ottawa, his genial and unaffected manner made him one of the most popular gentlemen of the Ottawa Valley. One of his sons resides at Arnprior. He married a daughter of Dr. VanCourtlandt who organized the Art Exhibition in connection with Lord Elgin's visit to Ottawa.

At Sand Point His Excellency and suite and a large number of persons from the boat went up to the handsome residence of Mr. Alexander McDonell, where several deputations were waiting to meet His Exellency.

The distinguished party were royally entertained by Mr. and Mrs. McDonell. The beautiful grounds surrounding the house swarmed with people, and the courtesy and bountiful hospitality accorded to their guests could not be exceeded. Mr. McDonell was a wealthy lumberman of that district; his wife was a Miss Inglis. A relative of hers carried on mercantile business on Sussex street, Bytown, for several years; she was sister-in-law to the Hon. John Young, President at one time of the Bank of Montreal in that city.

From Sand Point the steamer moved forward to the Bonnechère Point, which is one of the most beautiful places on the Ottawa River. The scenery is peculiarly wild and grand, and the channel narrow, rapid and rocky. Here a number of persons were waiting to receive His Excellency to testify their respect for the distinguished visitor, the first Governor who had been amongst them.

At Horaceville the seat of the Hon. Hamnet Pinhey, in the township of March, the steamer was greeted with a salute of 21 guns, and as she passed, the salute was acknowledged by the company on board by three hearty cheers. Mr. Pinhey, talented and highly educated, was a gentleman honored and respected by all who had the pleasure of his acquaintance. He was often spoken of as the "Hon. Wit of March." Among his descendants are the members of the Hill and Pinhey families of this city.

The Steamer arrived at Portage du Fort about 2 p.m. Luncheon was served in excellent style on board the boat. His Excellency and party arrived at Aylmer about 10 p.m. In the evening Aylmer was beautifully illuminated. After a short stay the Governor General and party proceeded to Bytown. On several commanding points about Bytown large log fires were blazing, which threw a brilliant light for some distance around.

His Excellency left Bytown on Saturday morning at 5.30 for Montreal.

The reception given to Lord Elgin by the Bytownians was one of which they might feel justly proud. Twenty-six years before, the place was almost a dense forest, with the exception of a few log houses erected here and there. Lord Elgin was very much pleased with his visit and frequently expressed his admiration of the beautiful scenery and surroundings of Bytown, and of the Upper Ottawa. He did not fail to convey his appreciation of the endeavors of all who contributed to make his visit not only enjoyable, but instructive, as it afforded him an opportunity of seeing what perseverance and industry can accomplish in such a short time, in a new, almost unexplored country.

It will not be out of place here to give a short description of the steamer "Emerald," and of the ceremonies connected with the launching of it (which conveyed Lord Elgin over Lake Deschênes to the Chats Railway). The steamer was built for Messrs. Egan and Aumond, then the leading Lumber Kings of the Ottawa. (Mr. Aumond is well remembered for his fine personal appearance and his affability to all with whom he came in contact; a splendid specimen of a Canadian gentleman.)

The hull of the steamer Emerald, which was the first iron vessel built in Canada, was brought out from England in pieces and put together on the beach at Aylmer, in the year 1846-47. The launching of the steamer was accompanied with great festivities. Invitations were issued to all prominent Bytownians—Aylmer was en fête. After the ceremony of launching and christening of the steamer, the guests were

invited to partake of a sumptuous luncheon. It was stated at the time, that the supply of wine glasses not being equal to the demand, the glasses were rinsed in champagne and dried in the sun, so lavish and generous were the entertainers of the day.

This paper has been written, not for its historic interest, but as a souvenir of the early days of Bytown, the remembrance of which is fast passing into oblivion, and to show the unity of purpose and untiring energy of its loyal inhabitants to render the visit of Her Majesty's representative an unalloyed success.

MARY A. FRIEL.

## RICHMOND LANDING.

After the final establishment of peace in Europe, following the defeat of Napoleon, the British Government decided upon reducing their military organization, and the newest regiments, or those of the highest numbers, were the first to be disbanded. The 99th and 100th were consolidated at the close of the war 1812-1815. These were the first regiments submitted to the reduction process.

Among the soldiers of the 99th, which was disbanded during the summer of 1818 at Quebec, many, both officers and men of the regiment, accepted the terms then offered by the Government to new settlers. A large number of them decided on the neighbourhood of the Upper Ottawa for a permanent location. They sailed for their destination on the 28th of July of that year. When leaving Quebec, the British man of war which bore the Duke of Richmond, then about to assume the Governor Generalship of the British Colonies of North America, passed into the roads, close by the vessel which bore the emigrants from the 99th,—and to this fact was due the naming of Richmond by the men of that regiment, who late in the autumn of 1818, made that place their home.

In due time the new settlers arrived at Montreal, from which place they embarked in batteaux for the Upper Ottawa, and landed about the middle of August on the south shore, just below the Chaudiere Falls, and encamped on what is now called "The Flats," which they named "Richmond Landing," a name which clung to it for many years.

The wives and families of those who formed this military colony, pitched their tents and built their huts on the Flats, or Richmond Landing, as they called it, in which they lived during the balance of

the summer, until their husbands and fathers had selected a location for their future home, which, when determined upon, was called Richmond.

### Nepean Point.

Nepean Point was the only settlement on the south shore of the Ottawa River above L'Original. The place known as Nepean Point, about the year 1822, was at the foot of the Chaudiere Falls, and known by the dual name of Nepean Point and Richmand Landing. The present Nepean Point appears to have received its name after the arrival of Col. By and his staff of engineers.

Nepean, one of the Townships of Carleton, was named after Sir Evan Nepean, at one time Secretary for Ireland.

MARY A. FRIEL.

# Settlement of Part of Leeds County.

**Paper read before the Women's Canadian Historical Society of Ottawa.—April 12th, 1901.**

In 1877, the Wiltsies, Blanchards, Loverins, Rigley Smiths and Olds, U. E. Loyalists from New York State, Vermont, and Pennsylvania, left their pleasant homes to make new ones in Canada, then a wild, and to them, unknown country. Large grants of land were given to them, in acknowledgment of their loyalty to their king.

It was in the spring of the year, when they crossed the St. Lawrence, and came to Brockville, then a place consisting of a few shanties. From there they journeyed on, some settling at Tannersville, now known as Athens, others at Greenbush. Now as you may imagine, the course of life was changed for them, and all their energies had to be turned to new channels. Fortunately, they had courage, as well as ability, nothing daunted them. No tailors nor shoemakers were amongst them. What were they to do? They had not even a store where they could buy what we call necessaries.

Active brains and toiling hands mean much to any people, but to these new settlers they were everything. With hand-made looms, the women spun the flax and wool, making table cloths, sheets, towels and clothing. There is some of that same linen, which is now over a hundred years old, in the possession of the Blanchard family. But there was a greater difficulty yet, the supply of shoes was soon done, and the climate demanded some to take their place. The women now turned shoemakers. Sometimes they made shoes out of sheep skins, but oftener out of home made cloth. These may have been fairly comfortable, but they could scarcely be called elegant, I imagine, and we are not surprised to hear that in warm weather and in the house, even in the winter, they wore on their feet just nature's covering. One old lady, in speaking of those times, said that her young brothers, whenever they went out to cut wood for the house, used rather an original substitute for shoes. They took large basswood chips and heated them before the open fire. On these they stood while they cut, and when the heat left one set, it was replaced by another.

Mr. Norris Loverin, a son of one of these pioneers, used to tell with glee the story of his first pair of boots. He walked, he said, about nine miles to the Tin Cup school house, on the old Brockville and Perth road, to get his feet measured. They were his first boots, and

he was very particular, so he told the shoemaker to make them as neat as possible. After a few days he went over to get them. The shoemaker had carried out his directions. They were neat, and they were long-legged, as he had wished,—but they were very hard to get on. However, when this difficulty was surmounted, the inconvenience was forgotten, for, as he looked at his feet, he thought he never had seen anything quite as handsome. All the way home he could not help admiring them, and thinking, at the same time, what a sensation they would create amongst his young friends. The walk home through the woods, however, dampened his boots, and to his intense mortification, there seemed now, that he had boots, no chance of him ever being without them. He tried, but tried in vain, to get them off, and it took the combined efforts of a strong and healthy family to accomplish it.

For the first few years, the food used by the settlers was necessarily of the simplest kind, rye bread, potatoes, and turnips being the principal articles of diet. When they did raise wheat and corn they had to boil the wheat and crush the corn themselves, as the only mill was at Lanark, a village fifty miles away.

As years went on, however, things changed. Mills were built nearer, and then the women took the wheat to be ground, as their husbands, sons and brothers were employed in clearing the land. It needed a good deal of courage to do this, as they had to camp at least one night in the woods, depending on the fires they built around the tent to keep off the wild animals.

Although life was hard, still there was pleasure too. A merry, though slow drive in their ox sleighs, to the home of a neighbor, a little music, a supper of cream biscuits, and the drive back again was a very popular way of spending a long winter evening.

The first church of these pioneers is still standing,—a long low building with a partition three feet high down the centre, to separate the men and women. Although a Quaker church, all denominations held services in it in the early days. Now things have changed. The young people are not quakers, and the old meeting house of the Friends is only open once in two years, when the Quakers from other counties join the few that still remain in Athens, in what is called a quarterly meeting. It is a very impressive scene, this meeting of the Quakers, and one never to be forgotten. The men in their sombre garments and broad brimmed hats, the women in grey gowns with large grey bonnets, lined with white, and snowy kerchiefs folded across their breasts.

The only two we have here now are Mr. and Mrs. Wiltsie, who still live in the home so well known for its hospitality.

Mrs. Wiltsie, the dear old Quakeress, spends part of each day ministering to the sick and needy. Her skill in nursing, especially children, is wonderful, and in the old days, as well as now, her very presence brought sunshine into the sick-room. All the people depend on her, but the poor are her particular care.

The descendants of the pioneer Wiltsie are very numerous. They are to be found, it is said, in every State of the Union, as well as in our own North West and British Columbia. In Leeds, their old home, it is said, if you are in doubt as to a man's name, call him Wiltsie, and in nine cases out of ten you will be right.

The Blanchards are another numerous family. Many still live in Leeds, but the majority, like the Wiltsies, are found all over this continent, and are a credit to their patriot forefathers. The youngest son of the first John Blanchard still lives, a man of ninety, but hale and hearty. He is all that remains in Greenbush of the early settlers. He was born twenty-five years after they came to Canada. He remembers the singing and spelling schools, the first newspaper, and the first railroad. He has almost forgotten when these lovely farms were a part of the wilderness, and the hardships seem to him now like a dream.

Another picturesque figure is that of Mr. Rigley Smith, a son of the first Quaker minister, and grandson of the first settler of that name. He, like his friend Mr. Blanchard, has passed the ninetieth milestone. On a snowy night, not long ago, a young friend met him and said, "It is too stormy a night for you to be out, Uncle Rigley." "Well, boys will be boys!" was the merry retort of the old gentleman.

In this world of separations, it is pleasant to hear Squire Olds boast, that with a horn, he can summon his five children and their families, all of whom live within a half mile of the old home.

The last point I will draw your attention to, is that the land given to these U.E. Loyalists of Leeds County, as a recognition of their patriotism, in most cases still remains in the family.

MARION McDOUGALL.

# Reminiscences of a Trip across the Isthmus of Panama.

**Paper read before the Women's Canadian Historical Society of Ottawa.—February 12th, 1904.**

Sailing from New York in midwinter, (the 20th December, 1892), the end of a delightful week of ship life (during which we had passed from snow, and frost, and wintry weather, to the bright skies and scorching sunshine of the tropics) found our steamer at anchor just off the shore at Aspinwall, or Colon, as it is more generally called. For we had come aboard the Pacific Mail Steamship "Colombia" at New York in a blinding snow storm, which was whitening the streets and obscuring the air as we drove down to the pier about an hour before the time of sailing; but just as the warning whistles blew, and the steamer moved from her dock, the clouds broke, snow ceased falling, and the sun shone gaily out on our departing ship.

Though it was very cold on deck, and the sailors were removing the slushy snow which had fallen, we would not miss the beautiful panoramic view of the receding city and harbor, and the majestic "Liberty" with outstretched torch, seeming to speed the out-going, and welcome the returning ships, which pass continually at her feet.

And so out into the Atlantic, where the heavy swells of the passing storm rocked the ship rather roughly, and many faces grew pale, and their wearers gently vanished from sight. We were about sixty cabin passengers, with the sterner sex largely in the majority. A number were young men going out to various situations on the Pacific Coast, the interior of South America, and Japan; a few, like ourselves, were taking this delightful route to the health resorts of Southern California, and others were returning from Europe to their homes in South America.

Our ship was a beautiful new vessel, white and gold within and without, the cabins roomy and comfortable, and with real windows in our staterooms, not merely round holes fitted with nearly opaque glass, and which generally require a skilled mechanic to open and shut.

The third day out, we entered the Gulf Stream, and the air was balmy and warm. Quantities of gulf weed floated past, and we amused ourselves trying to secure specimens of it with a little canvas bucket at the end of a long rope. The sick ones had gradually emerged from their enforced seclusion, and all gathered socially on deck in little groups, and read or talked, as we lounged luxuriously in our chairs.

The "Colombia" did not call at any port between New York and Aspinwall, but we had passing glimpses of some of the West Indies. One evening we saw the flashing light on San Salvador, the island supposed to be Columbus' Ararat, and next day our ship, till then sailing almost due south, turned eastward, and passed between Cuba and Hayti. We were near enough to the former to distinguish trees and rocks. There was a tall white lighthouse on the beach, and, further off, the terraced heights sloped greenly to the sea. The sea water was very dark blue, and the pretty little flying fish abounded, seeming to accompany the ship, in their long flights, close to its side. We often saw great porpoises, playfully tumbling about, a few yards from the steamer.

On Christmas day we were rocking in the blue waves of the Caribean, close to the South American coast. It was an ideal summer day, blue sky, blue sea, golden sunshine, and just breeze enough to temper the heat, and break the blue waves into great shining scales of reflected light. Santa Claus had not forgotten our little ones in the night, though they doubted if his reindeer would avail for deep sea travel. "He must have rided on a whale," Baby Lilias said. For they had hung their small stockings on the door knobs of our cabins for lack of a chimney place, and as our cabins opened into a small saloon where the children and their maid took their meals, everyone who passed through, that evening, smiled at the hanging stockings, and the steward brought an offering of nuts and fruit to help fill them. At 11 we had a Christmas service in the saloon, led by the doctor of the "Colombia," and afterward, on deck, the children served us with innumerable cups of tea from the small dishes which Santa Claus had brought to the baby. Many thoughts were turning homeward that day, I ween, and the sweet Christmas carols and songs, sung for us by the children, sent my thoughts back to Ottawa, with its Christmas associations of frost and furs, jingling bells, and merry greetings, and the home ones who, even then, were gathering to the usual Christmas reunion. There on the "Colombia" we did not care to linger long over the Christmas dinner, for the saloon was very warm and close,—the slight breeze did not seem to enter its windows at all.

A pleasant flutter of excitement was caused the evening of the next day when it was learned that the ship would probably reach Colon before midnight, and true enough, about 11.30 the harbor lighthouse was in sight, and a little later the engines stopped, and the vessel was anchored just off the shore, till daylight should allow us to reach the pier.

Next morning we awoke to the bustle and excitement of going ashore, and many were the spoken regrets at leaving the "Colombia" and its courteous and genial officers. The whole trip, in fact, had been a delightful one, for, with the exception of one windy day and night off Carolina, when the ship rolled heavily, and there were some amusing scenes at table, the sailing had been all smooth, and the skies ever cloudless.

From an early hour, the ship was surrounded by boats filled with oranges, cocoanuts, bananas and limes, and paddled by dark skinned, half-clad natives. Many ships were lying at the wharves, and we could see the houses of the town beyond the shipping. To the left was the entrance to the Panama canal, and the two handsome villas of the DeLesseps, with, just in front, a fine statue of Columbus on a lofty pedestal of masonry. A Royal Mail steamship from Southampton lay near us, and a German Lloyd liner was passing out to sea as the "Colombia" lifted her anchors, and moved to her place at the covered pier, from which the train for Panama would shortly start.

In every direction our eyes rested with pleasure on the graceful foliage of the cocoa and banana palms, bright blossoms and luxuriant vegetation beside the water, and about us on the pier were many unfamiliar faces, Negroes, Spaniards, Chinamen, and Mexicans, the men in white mostly, and the few women with showy colors and summer fabrics.

We embarked without delay on a Panama Railway train of two passenger cars and baggage van, having supplied ourselves with palm leaf fans, and copies of the diminutive daily paper, "The Colon Herald," in which the reading matter was a queer mixture of English, French and Spanish, and steamed slowly out of the station. Then began such an interesting, delightsome railway trip as I had never before enjoyed,—not that the cars were sumptuous or the rate of travel rapid (about ten miles an hour), but the scenery and people were all so strange and new to most of us that we hardly noticed the cushionless seats, and generally grimy interior arrangements. Fortunately for us there were a great many stops in the forty-three miles, and at every one the cars bristled with protruded heads, as the villagers swarmed around the train, or lounged lazily about their doors. Fruit and beautiful flowers were offered for sale at every stopping place. Some of the gentlemen frequently got off and plucked bits of strange foliage, or lovely grasses which they generously shared with their fellow passengers. There was a cordial bonhomie and sympathy of interest which

made the party in our car a very jolly and noisy one, quite unlike the usual sedate and well behaved occupants of a parlor car.

The railway runs beside the great unfinished inter-oceanic canal for nearly fourteen miles. And all along, 'mid a strange silence and inaction, lay the deserted works of that well begun waterway. Huge cranes with thick-rusted chains, still stood erect, on the solidly built banks; many dredging boats lay in the still, shallow waters. As we went on, long lines of tracks showed beside the excavations, with scores of construction cars, and huge locomotives, standing silent on the tracks. There were numerous tall storehouses of corrugated iron, as well as houses for the workmen, and about them, barrows, trucks, and all sorts of costly construction plant. It was saddening to see all this left to the rust and decay of idleness, with that noble inception of a master mind only half accomplished. So our eyes turned with relief to the beauties of nature spread around, luxuriant vegetation, brilliantly colored flowers, the bursting pods of the cotton trees, waving palms, festooning vines, and exquisite grasses in the marshy parts. Bright butterflies and insects hovered above, while monkeys were seen at some distance in a grove of palms, and gorgeously plumaged birds flashed past in the sunlight. Amid all this lavishness of nature, humanity of the poorest and lowest types was found. Happy and lazy though, picturesquely dressed, or hardly dressed at all, the women were gay in cotton of deep bright dyes, an upper garment of white loosely draped, leaving the arms bare, in striking contrast; the men mostly shirtless, their loose trousers bound about their brown oily bodies with bright colored sashes. Nearly all were bareheaded, the children having bright ribbons or cord braided into their jet black, kinky hair.

We arrived about noon at the picturesque old Spanish town of Panama. Some passengers got out at the upper end of the town, but the rest of us went on, in the train, to the dock, and were transferred to a little steam launch, which brought us out to our new quarters on the Pacific Mail steamship "The City of Sydney." This, with other ships, lay near an island in a bay, about two miles from Panama, a dangerous coral reef close to the shore preventing the nearer approach of large vessels.

As soon as we got some of the heat and dust of the train washed off, we had luncheon, and set off in a sail boat across the bay, to see what we could of Panama in the short time at our disposal. These boats swarmed about the ship all the time of our stay, for hire, and offering fruit, coral, shells, parrots and monkeys for sale. Our boat-

men were Spaniards with a very small command of English, and little Franklin's sailor dress, as usual, caught their attention and evidently amused them. It was quite interesting to be addressed as "Senor" and "Senora." Franklin they laughingly designated as "el marino" and "Capitano." We were told, on leaving the ship, that we would have to be carried ashore from the boat, but our sailors skillfully landed us on the rocks inside the reefs, near the old fort. We gathered some pretty shells as we picked our way over the slippery surface, and tiny crabs fled in all directions at our approach. Everywhere we saw the large turkey buzzards, which are the natural and only scavengers of this unsanitary town. There is a heavy fine imposed for shooting these birds, and they stand and fly about the town and beach quite tamely.

The sunshine was scorchingly hot, and as we entered the town by a steep narrow street, the smells were many and overpowering. The streets are all paved in the middle with cobblestones, and have narrow cement or flagged sidewalks, overshadowed by the balconies of the houses. These, mostly of adobe or wood, have no windows on the ground floor, but great wooden doors, large enough to admit a street car. These stand wide open during the day, sometimes replaced by a latticed gate half way up, which admits the air while screening the inmates.

From one of these narrow streets we came suddenly upon a fine old cathedral of noble proportions with two lofty towers, but very dilapidated and dirty both inside and out. We entered and found it a welcome shelter from the hot sun. Nearly the whole floor was paved with memorial tablets, and many are let into the walls, and even the pillars. A mass of gaudy artificial flowers adorned the main altar, but its handsome candelabra and other silver ornaments were tarnished and dusty. The Cathedral Plaza was directly opposite, a square with seats, some trees and flowering shrubs around its paved walks, and we were glad to rest awhile there from the heat and dust, and watch the passers-by, who were of many nationalities, and often quite picturesque in their attire.

The few shops we saw were so dark, one entered them reluctantly. Very few goods are exposed for sale, the owners fishing them out of dark corners and drawers, the merchants, mostly Chinese and Spanish, seeming quite indifferent about selling their wares.

Though hackmen were available at nearly every corner, we preferred to explore the old town on foot. The vehicles offered for hire were a surprise to us, being roomy, comfortable Victorias, but drawn by such poor little horses or donkeys, hardly larger than a full grown

St. Bernard dog. We visited the Post Office, which looked like a great prison, with five immense doorways, and no windows visible. The officials spoke passable English, and were very courteous and accommodating.

There is quite a difference between the value of their silver money and American. For instance, in paying for seventy cents worth of stamps, we gave them an American dollar, and received for change four of their silver quarter-dollars and a three cent piece; and so in a Chinese shop, two American dollars tendered for an article costing $2.50, brought me about $2.35 as change.

As we passed along the streets we met, continually, Spanish and Mexican women and men, the former often in white, but always with a touch of bright color about them, negroes in gayest colors, with burdens on their heads, many Chinese with wide white trowsers and jackets. A donkey cart filled with water jars drove past us, rattling down the paved street,—for fresh water is sold in Panama at three cents a gallon.

It was still very warm, the stone pavement seeming to burn our feet as we walked, and tired out, we hailed a Victoria and drove down as near as we could to the beach, where our boat awaited us, and returned to the ship, getting delightfully cooled off in the hour's sail across the bay. In the evening after dinner we sat for a while with the other passengers on deck, exchanging experiences of our day in Panama, and watching the twinkling lights of the distant town, whose tall cathedral towers were faintly outlined against the dark background of the mountains beyond. And the stars above us looked solemnly down at the dancing stars in the sea, smiling up at them from the dimpling waves of the bay, while the tall masts of the ships at anchor seemed to bow a silent good-night, as the vessels slowly rocked on the swelling tide.

Next day at noon we had a last glimpse of Panama and South America from the deck of our ship, as she moved slowly from her moorings, past many beautiful islands, of which Toboga is chief, and so northward, with many interesting stops at the little republics of Central America, to California, whose "Golden Gate" our good ship, "The City of Sydney" entered safely nearly three weeks later.

MARGARET H. AHEARN.

# The Early Bibliography of Ontario.

**Paper read before the Women's Canadian Historical Society of Ottawa.—March 10th, 1905.**

In the year 1886 there was published a work on "Canadian Archaeology," by the late historian, Dr. Kingsford. Six years later—in 1892—he published a much more complete work, in which he endeavored to give a history of the printed books in the Provinces of Ontario and Quebec. The subject had been very closely studied by men of equally acknowledged attainments, and although not reduced to form and system, and somewhat scattered, much valuable information had been gathered.

It is conceded by all whose opinions are in any way worthy of respect, that the printing press was unknown in the French regime, and that the history of printing books dates from the conquest. In a short, sketchy paper of this character, it would prove an impossible task to do more than give the barest outline of what has been printed during the period of, say, sixty or seventy years. Inquiries, continued with some pertinacity, ended in the conclusion that the first Ontario book—out of the domain of Statute Law and the Parliamentary Journals—was printed in the year 1832, when the "War of 1812," by David Thompson, printed by T. Sewell, printer, bookbinder, and stationer, Market Square, Niagara, was published. The statement remained unchallenged until the year 1888, when public attention was drawn to the subject by a published letter of Mr. Gagnon, of St. Roch, Quebec, giving the names of several earlier volumes in his possession, and he established by catalogue that still other works were known. A corrspondence took place in the Toronto Mail, and some discussion was awakened. Since that date, Mr. Gagnon has continued his research. Mr. Bain, of Toronto Library, has likewise made great exertions towards increasing our knowledge upon the subject. There is very little known of the early journals of the House of Assembly in Ontario, and it is the prevailing opinion that they were not regularly printed until 1820 or 1821. The first printed copy in the Parliamentary Library is that of the Session of 1821.

The publication of the Journals of the House, so far as is known, did not take place until the year 1801, when £300 was granted for printing the "Acts and Journals, 1st Session, 3rd Parliament." The title of this volume was: "Journal of the House of Assembly of Upper Canada from the 28th day of May until the 9th day of July, 1801, both

days inclusive, in the 41st year of the reign of King George the 3rd, being the 1st Session of the 3rd Provincial Parliament of this Province, —York,—Upper Canada; Printed by order of the House of Assembly by John Bennett, Printer to the King's Most Excellent Majesty."

If the Journals of 1802 and 1803 were printed, no copies are to be found. After the year 1806 they were discontinued, owing to the expense. They were certainly printed in 1821, whether previous to that date cannot be ascertained. No copies are known for 1822-'23-'24, after which date they are regularly continued. Mr. Bain is our authority for whatever knowledge we may possess; therefore, it may be said that no printed copies of the Journals of the Legislature of the old Province of Upper Canada are to be found previous to 1825. The few scattered odd numbers that remain are in the hands of book collectors. The Journals themselves are in MSS. in the Parliamentary Library, having been obtained from the Colonial Office. Some years are missing, but are to be found elsewhere in the Dominion. Much of the early history of the country has been in this way lost to us. In a wealthy Province such as Ontario, it seems hardly credible that the Journals of the first Parliaments should be in so deplorable a condition, but so the case stands, or did so, up to 1892. Perhaps some steps have since been taken for their collection and preservation. Hamlet, in addressing Polonius, says: "See the players well disposed. Do you hear? Let them be well used, for they are the abstract and brief chronicles of the time, after your death. You had better have a bad epitaph, than ill-report while you live." Those who turn the deaf ear of ignorant indifference to the claims of honest literature should ponder over these words of the greatest litterateur that ever lived. It is an age of intelligence, and will call forth a Nemesis for all neglect of duty.

There is ground for belief that the "Statutes" were regularly printed from the year 1792, although very few of the earlier ones are in existence. In 1794 an advertisement appeared in the "Upper Canada Gazette" announcing the publication of an Almanac for 1795.. No copy however is known. It is a curious fact, considering the small population of Upper Canada, that rival almanacs should have appeared in the year 1802, one published in Niagara by "Tiffany," and one at York by "Bennett." Two copies of Tiffany's are preserved; one by Mr. Gagnon, of Quebec, and one by Mr. Bain, of Toronto.

The almanac of Mr. Lyon McKenzie first appeared in 1830; its title "Poor Richard, or the Yorkshire Almanac," by Patrick Swift, York.

The first printed pamphlet in Ontario, so far as is known, appeared

during the war of 1812-1814. In 1814 a "Form of Prayer and Thanksgiving to Almighty God, to be used on Friday, the 3rd day of June, 1814, being the day appointed by Proclamation for a general thanksgiving to Almighty God to acknowledge the great goodness and mercy of Almighty God, who in addition to the manifold and inestimable benefits which we have received at His Hands, has continued to us His protection and assistance in the War in which we are now engaged, and has given to the Arms of His Majesty and to his allies a series of signal and glorious victories over the forces of the enemy." Printed by Stephen Miles, Kingston.

One of the earliest publications in Ontario is a pamphlet which was advertised in the "Quebec Gazette" of the 12th of November, 1818. It was by the unfortunate man Robert Gourley. No copy of it can be found. In 1822 was published a pamphlet, in verse, entitled, "An Address to the liege men of every British Colony and Province in the World," by "A Friend to his Species."

In 1824 a book, very unfavorably commented on in the Canadian Review and Historical Journal, was published. It was called "St. Ursula's Convent, or: The Nun of Canada", containing scenes of real life. The authoress was Miss Julia Beckwith, afterwards Mrs. Hart, of Frederickton, N.B. The book was advertised in "Cary's Catalogue" in 1830, and it is just possible a copy may be somewhere in existence, although none has as yet come to light.

The editor of "The Canadian Review" was Dr. A. J. Christie, grandfather of John Christie, K.C., of Ottawa. In 1827 there was a large increase in the number of printed books. Among them—by request—was the sermon preached on the occasion of the opening of St. George's Cathedral, Kingston, by the Venerable George Okill Stuart, A.M., LL.D., Archdeacon of Kingston, which transpired on the 25th day of November, 1827. The sermon is now in the collection of the late Sheriff Chauveau.

As the years passed, so much more literature was being printed and circulated, which makes it an almost impossible task to do more than lightly skim the more important or more interesting of the productions of the "Press."

In 1840, we come upon a very well known name, that of the late Alpheus Todd, who published in that year "The Practices and Privileges of the Two Houses of Parliament." Later in his life Dr. Todd produced the two important works with which his name is identified, viz., "On Parliamentary Government in England; its origin, development and practical operation"; and "Parliamentary Governments in

the British Colonies." Dr. Todd's second and chief book has won for him a European reputation.

At the time of the passage of the "Canada Act," on the 14th of March, 1791, constituting the two distinct Provinces of Upper and Lower Canada, Lord Dorchester was Governor in Chief. He had held the position since 1786, having been named in succession to Haldimand. The latter left Canada in 1784; the Government having been administered in the two intervening years by Hamilton and by Hope. Dorchester remained in Canada until 1791, when Sir Alured Clark was sworn in Lieutenant-Governor and Commander in Chief. In November of 1791, Simcoe arrived in Quebec, bringing with him instructions restricting Clark's power to Lower Canada, with an official copy of the New Act, and instructions to divide the province of Quebec into the newly established divisions of Upper and Lower Canada. The proclamation was accordingly issued, declaring the division, which took effect December, 1791. Simcoe remained the winter in Quebec, and it was not until the summer of 1792 he reached Upper Canada. In July he issued a Proclamation in which he established the electoral divisions, for which representatives should be returned. The members forming the first Legislature of Upper Canada met at Newark on Monday, the 17th of September, 1792.

A copy of Simcoe's speech on this occasion has been preserved. If the sheet be genuine, it is the very earliest example of political printing in Canada.

A rather curious advertisement appeared in the Niagara Herald of 1802: "For Sale: A negro, man slave, 18 years of age, stout and healthy; has had the small-pox, and is capable of service, either in the house or out of doors. The terms will be made easy to the purchaser, and cash or new lands received in exchange. Enquire of the printer."

In 1824 the foundation stone of Brock's monument was laid with masonic honours, William Lyon Mackenzie taking a leading part. He placed a copy of the "Advocate," of which he was editor, in the hollow of the stone. When Sir Peregrine Maitland heard of it, he ordered it to be taken out, and Mr. Mackenzie was obliged to remove it.

That same year the Historical Society of Quebec met for the first time, Lord Dalhousie presiding.

In 1825 the Advocate was wrecked by a "genteel mob." Perhaps I might just mention here that between the years 1831 and 1834 Mr. Mackenzie was three times expelled from the Assembly. In 1834, having taken the oath prescribed for members of the Legislature, he

entered the House for the fourth time, but was forcibly ejected by the Sergeant-at-Arms.

The same year York was made a city and called Toronto. Mr. William Lyon Mackenzie was elected the first Mayor.

In 1820 or 1821 a certain gentleman, H. Wilson, having made an "Extensive Personal Tour of the United States and Canada, North America," after arriving home, published a book, in which is a dedication to Lord Dalhousie, dated Quebec, 1821. He commences his what we might term a Valedictory to Canada thus: "I will a round unvarnished tale unfold, nothing extenuate, or set down aught to malice," and goes on: "I cannot imagine why England retains so unprofitable an appendage to her dominions. One half is boundless snow, the other half literally a wilderness." He ends by a couple of strophes, to the memory of Tecumseh. "Tecumseh has no grave, but eagles dipt their ravening beaks and drank his stout heart's blood."

The subject of this most imperfect paper has been of such infinite interest to the writer, that the difficulty has been in keeping within due bounds, and not straying to browse in the literature of the other Provinces. I may also paraphrase a remark of Montaigne, and say: I have only made a nosegay of culled flowers and brought nothing of my own but the string with which they are tied.

In the Ottawa Evening Journal of February 20, 1905, a grant was made of $20,000 on an item of Archives, $8,000 more than last year. The Minister explained that the increase was due to several charges, including the preparation of catalogues, researches in Paris, etc., in respect to documents connected with the early history of Canada, and a guide to these historical papers.

C. E. BILLINGS.

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